MICROFILM

START OF ROLL

ROLL NO.

144

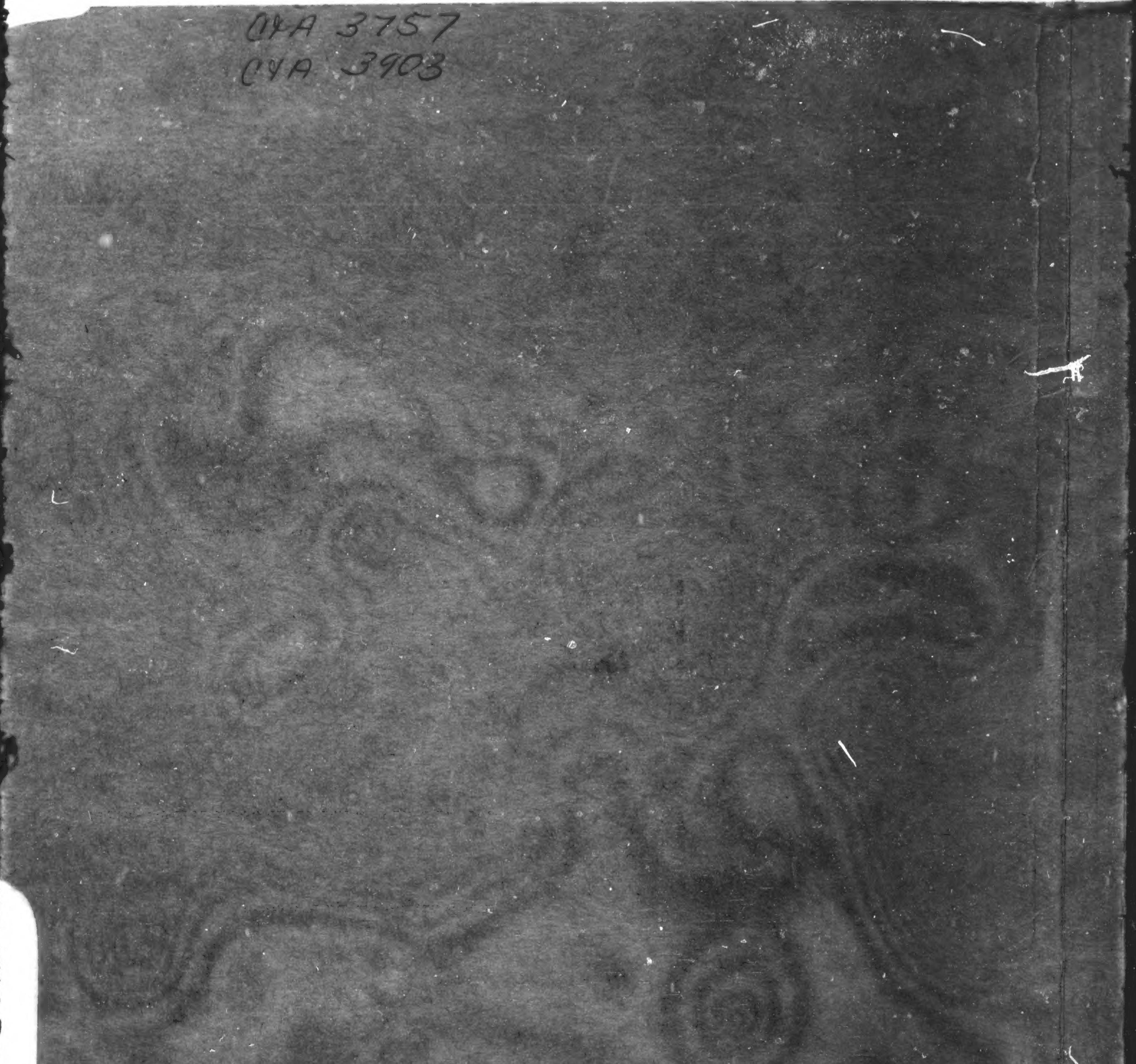
Construction Contracts

Begins with: #7339

#7339 continues reel

SU-226(6) Division Street-Hilda Street 1970
(Oregon City) Sec., Cascade Hwy.
#7338 (Grading & paving)

CVA 3757
CVA 3903



RECEIVED
AUG 18 1969

FOR FILING
SU-226(6)
7338

July 9, 1969

Hv

MISC. CONTRACTS and
AGREEMENTS No. 3757

City of Oregon City
City Hall
Oregon City, Oregon 97045

Attention: John A. Buel
City Recorder

7-8-69

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning improvement on the Division Street-Hilda Street Section of the Cascade Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conformed agreement attached)

RECEIVED
JUN 12 1969

FOR FILING
SU-226(6)
Hwy
M7338

June 11, 1969

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the July 8 meeting a Cooperative Construction-Finance Agreement with the City of Oregon City concerning improvement of the Division Street-Hilda Street Section of the Cascade Highway, State Secondary Highway No. 160. This project is on Program XI.

The estimated cost of this project is approximately $250,000. The agreement provides for the cost to be shared on the basis of 75 percent State and 25 percent City. The City's share, which amounts to $62,500, is to be deposited in three payments as follows:

1. $11,500 initial payment due prior to award.
2. $20,000 payment due prior to January 10, 1970.
3. $31,000 payment due prior to January 10, 1971.

The agreement provides that State shall prepare all plans, obtain the necessary right-of-way, let and award all contracts, and supervise construction of the project. Provisions are also made for relocation of utility facilities, replacement of sidewalks, and prohibition of parking on both sides of the highway for the length of the project.

This section of the Cascade Highway now has average traffic loads of approximately 11,000 vehicles daily and completion of this proposed improvement will do a great deal toward reducing the congestion in this area.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf. I also request your approval to award a contract for the work under Program XI as soon as we can acquire the necessary right-of-way and sufficient funds are available.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
V. E. Skoog
H. S. Cox
L. W. Rulien

MCH:eb sr

RECEIVED
MAY [illegible] 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

SU-226(6)

7338

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 7, 1969

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project SU 226(-)
Polk St.-Hilda St. (Oregon City) Section
Cascade Highway (160) (FAS 147)
Clackamas County

Design criteria included in Mr. Young's April 25, 1969 letter are approved.

This section is considered to be adequate for this area with the understanding that Oregon City will prohibit all parking throughout the proposed section.

NOTED
F. B. KLABOE

5-13-69

REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
MAY 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 28 1969

FOR FILING
SU-226(6)
7338

April 25, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Polk St.-Hilda St. (Oregon City) Section
Cascade Highway (160) (FAS 147)
Clackamas County
Project SU-226(-)

Dear Sir:

We hereby request your approval of the following design criteria for the subject FAS project:

> A 48-foot curbed street section consisting of
> 4 - 11 foot travel lanes, 2-foot median and a
> 1-foot shy distance from curbs.

The proposed design is substandard as compared with the State's standard urban four-lane street section; however, AASHO "Design Standards for Highways Other Than Freeways" of May 15, 1965, under Urban Highways, allows 11-foot lanes and a 1-foot curb offset.

The roadway facility at the south end of the section is a 44-foot curb-to-curb section (4 - 11 foot lanes) constructed under Project US-266(3), and the roadway facility at the north end of the section is a 40-foot curb section with parking. The proposed facility with the adjacent sections will tend to better serve the present 11,400 ADT. Oregon City will prohibit all parking throughout the proposed section.

The 48-foot curb-to-curb proposed section will provide maximum utilization of the existing 60-foot right of way on this section and will require only one additional parcel of right of way at Mt. Hood Avenue, with no relocation assistance involved, at an estimated cost of $20,000. A higher design standard of an 84-foot curb-to-curb section would involve the removal of virtually all businesses on one side, as well as many resident houses, and it is estimated the right-of-way cost would be at least $410,000, and increase the estimated construction cost from $230,000 for the 48-foot section to $750,000 for the 84-foot section.

The proposed project is to replace an existing 32-foot paved travelway, approximately 0.7 mile. We feel that a higher design standard than that set forth in the first paragraph is not justifiable, as it would increase the social and economic impact on the community out of proportion to the benefits gained in the capacity of the section to handle traffic. This standard was recommended by our Design Division and tentatively approved by Oregon City.

We trust the foregoing information is sufficient for you to approve the use of the 48-foot street section on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
H. S. Cox
D. H. Moehring
R. N. Chase

RNC:ia

RECEIVED
APR 24 1969
FOR FILING

SU-226(6)
7338

April 23, 1969

Mr. Homer Chandler, Executive Secretary
Columbia Region Association of Governments
429 S. W. Fourth Avenue, Suite 500
Portland, Oregon 97204

Dear Mr. Chandler:

We are submitting to you two copies of a map showing the proposed improvement on the Cascade Highway (ORE 213), FAS 147, between Polk Street and Hilda Street in Oregon City, for your review pursuant to Bureau of Public Roads IM 21-12-67. This route is designated a Federal-Aid Secondary Route and the improvement is to widen the facility to accommodate four lanes of traffic.

Attached is a sheet containing pertinent project data to assist you in your review. In addition to review comments, we request that you indicate on the enclosed maps the future land use in the adjacent areas. A color code identifying the land uses for a short distance along both sides of the project would be adequate.

Upon completion of your review, please forward your comments and the land use maps to Mr. Robert E. Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Division.

Your cooperation in this matter will aid in the programming of Federal-Aid projects in Clackamas County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
H. S. Cox
D. J. Barbee
A. E. Johnson
L. W. Rulien
F. B. Crandall
R. E. Royer

WDA:mp ja

PROJECT DATA

Polk Street - Hilda Street (Oregon City) Section
Cascade Highway, FAS 147
Clackamas County

Project Description:	Beginning at Polk Street, Thence southerly along the Cascade Highway to Hilda Street.
Length of Project:	0.7 mile
Type of Project:	Reconstruct and widen existing two-lane roadway to a four-lane facility.
Number of Lanes:	Four 12-foot lanes with curbs.
Interchanges:	None
Access Control:	None
Right of Way:	60 feet
Traffic:	Existing ADT: 11,350 1990 ADT: 20,000
Area Study:	This project is compatible with the current Portland-Vancouver Metropolitan Transportation Study.

RECEIVED
APR 23 1969
FOR FILING

SU-226(6)

7338

FORM 2-06 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 22, 1969

SUBJECT: Polk St-Hilda St (Oregon City) Section
Cascade Highway
Clackamas County
(Grade and Pave Proposal)

To: Mr. L. H. Young
Program & Planning Engineer
Building

A 48-foot street section is proposed for the subject section. Four 11-foot travel lanes, a 2-foot median and 1 foot of clear distance at the curbs is the width standard contemplated. There would be no on-street parking.

The substandard street section of 48 feet curb-to-curb is estimated to cost $230,000, including $20,000 for right-of-way. An 84-foot curb section is estimated to cost $750,000, including $410,000 for right-of-way. These figures reflect reconnaissance findings of January 1968. Right-of-way for an 84-foot curb section would virtually remove the business facilities on one side of the highway, and many resident houses would be taken.

It is recommended that you request approval, by the BPR, of a 48-foot curb section for the subject project on the basis of its cost and moderate impact to the community.

D. J. Barbee
Design Engineer

By W. N. Hackleman

W.N. Hackleman
Assistant Chief Locating Engineer

WNH:jp
cc: F.B. Klaboe

RECEIVED
APR 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 1969
FOR FILING

SU-22666)

7338

April 15, 1969

Oregon State Highway Commission

Gentlemen:

We have completed the survey on the Polk Street-Hilda Street Section in Oregon City on the Cascade Highway in Clackamas County.

I recommend the construction of a minimum four-land city street section as a cooperative project with Oregon City, with the State's share being financed from Federal-aid Secondary Funds. This project is listed on the tentatively approved Program XI. The estimated cost of construction is $225,000, and the estimated right-of-way cost is $25,000, for a total estimated cost of $250,000. Our share will be $187,500.

A hearing will be required on this section as soon as possible to clear the way for an early letting. I recommend that this project be approved for Federal-aid financing on Program XI.

This matter will be on the agenda for the April 22 meeting.

Very truly yours,

BLG:ia sr

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. J. Barbee
C. H. Maison
D. H. Moehring
L. W. Rulien

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

(MOLALLA AVENUE)
Section Polk Street - Hilda Street Highway Cascade (FAR 147) County Clackamas Prefix 103-1439

Res. Engr. R. R. Cameron Approx. Length 0.7 Miles. ~~Sta.~~ M.P. 14.57 to ~~Sta.~~ M.P. 16.17 Date 8-12-68

Mean

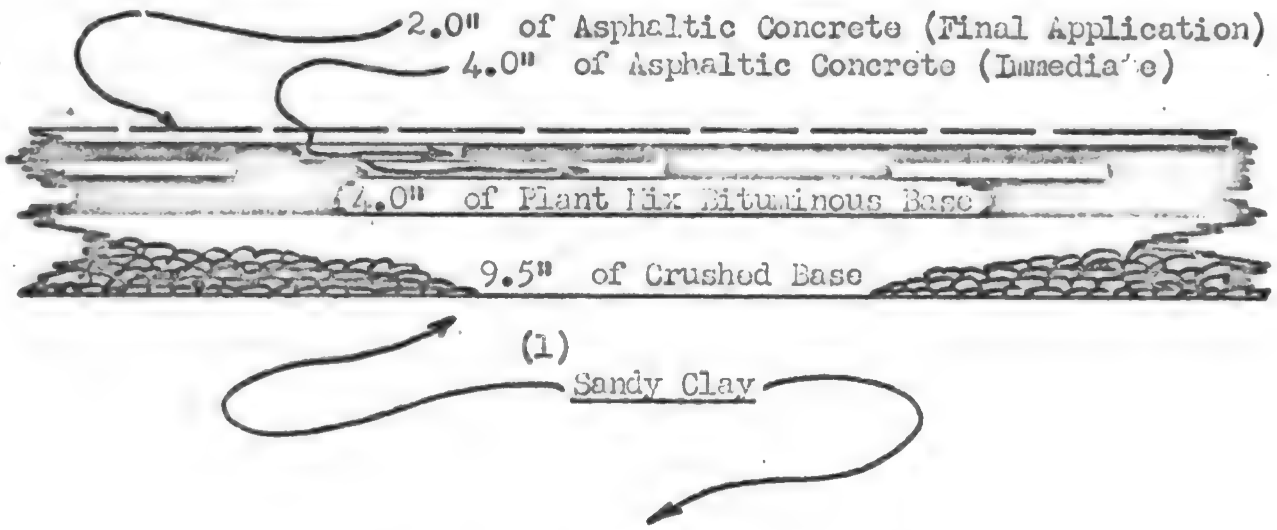
Truck A.D.T. 633 Traffic Coefficient 8.8 18 kip s.a. per day 147.3 (Automobiles not considered.)

Annual Precipitation 43"+ Frost Penetration ----------

(1)
Typical Soil

41	LL
12	PI
100	%P 10
68	%P200
0	%Gravel
14	%C Sand
18	%F Sand
36	%Silt
32	%Clay
9	"R" Value (Corrected)

NEW WORK


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
4.0" of Plant Mix Bituminous Base
9.5" of Crushed Base
(1)
Sandy Clay

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (F.A.)
	8.0	4.0	A.C. (I)
	7.0	4.0	P.M.B.B.
	9.5	9.5	Cr. Base
28.5	28.5	19.5	

AUG 27 1968

SU-3-68

1338

AASHO CLASSIFICATION:

A-7-6 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

See Page 3 for remarks.

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~Consulting Engineer~~
Rural Engineer

Submitted by E. J. Bagg
for Staff Assistant

Recommended by John Jenkins
Ass't Engineer of Materials

Recommended by L. L. Weber
Asst Construction Engineer

Approved by
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of . Pages

Section (MOLALLA AVENUE) Polk Street - Hilda Street Highway Cascade (FAR 147) County Clackamas Prefix 103-1439

Res. Engr. R. R. Cameron Approx. Length 0.7 Miles. M.P. ~~Sta.~~ 14.57 to M.P. ~~Sta.~~ 16.17 Date 8-12-68

Mean

Truck A.D.T. 633 Traffic Coefficient 8.8 18 kip s.a. per day 147.3 (Automobiles not considered.)

Annual Precipitation 43"+ Frost Penetration ----------.

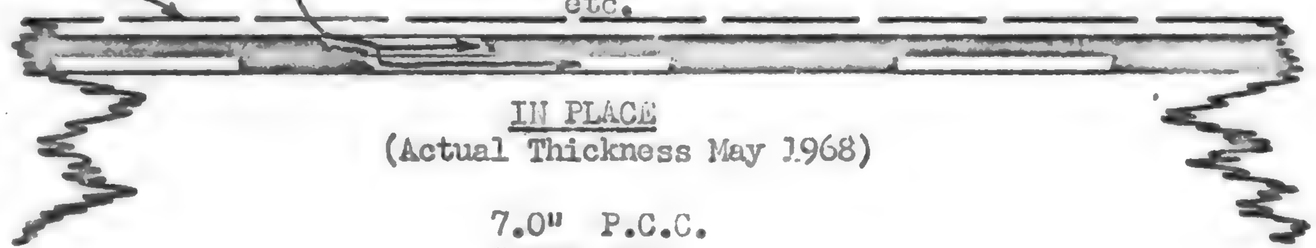
CBE Total Req.	Credit	Actual Thick.	
See	Section		

(1)
Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
1 "R" Value
(Corrected)

EXISTING ROADWAY -
(Where Utilized)

P.C.C. - 24'± Width

2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate) with extra allowance for patching, leveling, etc.



IN PLACE
(Actual Thickness May 1968)

7.0" P.C.C.
5.0"± Base

AASHO CLASSIFICATION:

MATERIAL SOURCES:

MOLALLA AVENUE
Polk Street-Hilda Street
Cascade Highway (FAR 147)
Clackamas County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	3.0"	- - -	11.5"	24.0"	18.0"
6.0 - 7.0	3.0"	- - -	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	- - -	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	- - -	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

Remarks:

Tests of the subgrade soils indicate need for a blanket course. Recommend the coarse base specifications be modified to include a minimum of 15% P #40 sieve, this will help provide protection against infiltration of the fine-grained soil into the base course.

TRAFFIC ANALYSIS

MOLALLA AVENUE
SECTION: Polk Street-Hilda Street
HIGHWAY: Cascade
COUNTY: Clackamas

11,400 Present ADT (1968)
4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	327	1.7	556	442	450	198,900
3	114	1.7	194	154	1000	154,000
4	0	—	—	—	1250	—
5	26	1.7	44	35	3180	111,300
6	1	1.7	2	2	2570	5,140
				633	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 469,340
TWENTY YEAR EWL 9,386,800
TRAFFIC COEFFICIENT 8.8

MOLALLA AVENUE
SECTION: Polk Street-Hilda Street

HIGHWAY: Cascade

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks:

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., P.C.C., & Oil

7. Stage Construction: Part of design

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as proposed plans are for widening an existing 2 lane facility to 4 lanes. The existing P.C.C., where utilized, will require an overlay and A.C. is more desirable for this type construction.

RECEIVED
FEB 21 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER

DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Council
Krog
Mune Ore Cy

February 19, 1968

Mr. Alfred Simonson
General Manager
City Hall
Oregon City, Oregon 97045

Dear Sir:

Reference is made to previous correspondence and subsequent discussions concerning improvement of the Cascade Highway (Molalla Avenue) from Seventh to Hilda Streets in Oregon City.

On February 6 at our meeting with you, a request was made for estimates on this project as well as for a possible couplet between Molalla Avenue and Washington Street via 7th Street, southbound, and 9th Street, northbound, and connected via Taylor Street. After researching our records and updating of estimates to present-day construction costs, it appears the combined, total estimated cost of both projects would be approximately $500,000 at the minimum, to $1,000,000+. This is based on typical section, additional right-of-way, field surveys, etc.

A brief breakdown on the two projects, at this time preliminary in nature, is estimated as follows:

1. Seventh Street-Hilda Street (Molalla Avenue)

	48' Curbed Section (Minimum Acceptable Width)	84' Curbed Section
a. Grade and pave	$225,000	$360,000
b. Right-of-way	25,000	440,000
Totals	$250,000	$800,000

2. Seventh Street and Ninth Street Couplet

a. Seventh Street overlay	$ 25,000	(exist. 40' width)
b. Ninth Street reconstruction	225,000	(exist. 44' width)
Total	$250,000	

The two typical sections for the Molalla Avenue project are being studied along with other alternate widths, and our recommendations will be dependent upon field survey and study of detailed data. As previously indicated, the above are reconnaissance study estimates and the costs could conceivably rise or be lower, based on field survey studies. One should therefore consider a 10% to 20% cost factor for purposes of a bonding issue.

NOTED
FORREST COOPER

The possibility of the State Highway Department matching funds for a project of this magnitude in the immediate future is most unlikely due to the backlog of similar projects pending throughout the state; however, we feel that the Highway Commission might give favorable consideration to the Molalla Avenue portion of the project -- subject, of course, to available funds, field surveys, etc.

We trust the foregoing will be of value to the City in determining its monetary position regarding a cooperative venture of 75% State and 25% City cost participation.

Please feel free to contact this office with any inquiries you may have in regard to this or other matters.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Division Engineer

D[illegible]:mm

bc: Forrest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. W. Rulien

RECEIVED
FEB 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FOR

SU-226(C)
1338

2-8-68

Prefix No. 103-1439

ADDENDUM "A" TO LOCATION PROSPECTUS
POLK STREET-HILDA STREET SECTION
CASCADE HIGHWAY
CLACKAMAS COUNTY

The following addendum is submitted to correct and revise the location prospectus concerning the Polk Street-Hilda Street Section of the Cascade Highway:

NOTED PORTER

PARAGRAPH 1 THROUGH 6: Correct as per original prospectus.

PARAGRAPH 7: Strike out "Class 'A(4)'." Substitute: "Four-lane city street section."

PARAGRAPH 8: Strike out "48-foot street section" and substitute "Various width roadways will be studied during the survey."

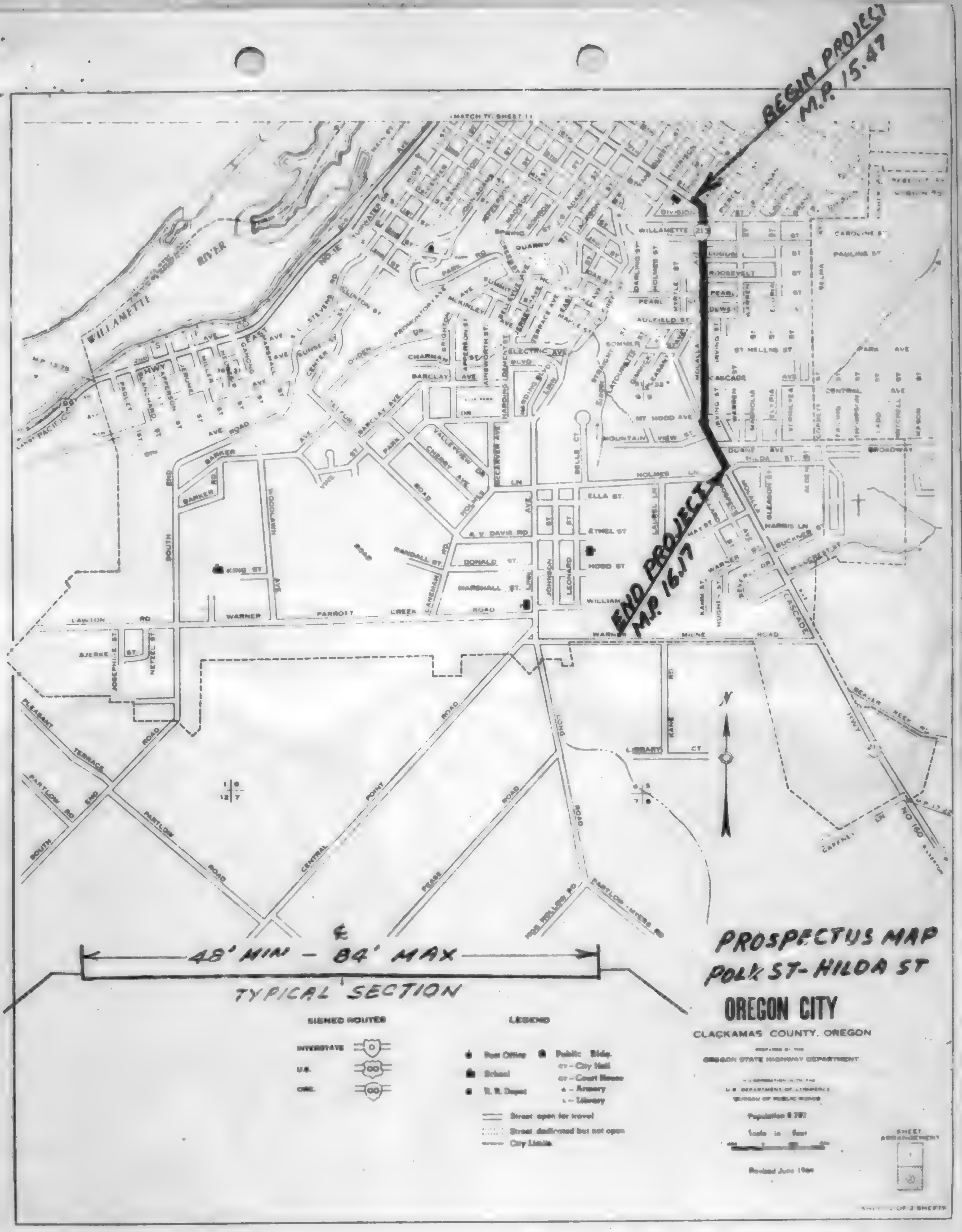
PARAGRAPH 9 THROUGH 13: Correct as per original prospectus.

ATTACHMENT: Remove and destroy; replace with attachment from this addendum.

February 8, 1968
Attachment
cc: Forrest Cooper ✓
- F. B. Klaboe
- Victor D. Wolfe
- Tom Edwards
- F. D. Morgan
- L. W. Rulien (3)
- Mark Astrup
- R. N. Chase
- H. S. Cox (2)
- F. B. Crandall
- Frank Hall
- E. S. Hunter
- Val Johnson
- Ivan Merchant (4)
- D. H. Moehring (3)
- A. D. Olson
- James Owens
- Phil Preston (2)
- Jack Rowland
- Robert Royer
- W. H. Tebeau
- O. C. Turner
- F. W. Yarbrough (2)
- L. H. Young

NOTED
FORREST COOPER

RECEIVED
FEB 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP
POLK ST - HILDA ST

OREGON CITY

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 8 292

Scale in Feet

Revised June 1964

SHEET OF 2 SHEETS

RECEIVED

FOR FILING

SU-22

7338

Memo to Files - 2/7/68

Assignment #2173 (1/30/68)

Polk Street-Hilda Street Section (Molalla Avenue)
Cascade Highway #160 (ORE 213)
Oregon City

2173

On previous occasions the Oregon City officials have requested that we improve the Cascade Highway within their city. Recently they contacted the writer again on this matter and I told them if they were to write a letter indicating a willingness to venture into this matter on a cooperative basis (normally City 25%-State 75%) we would possibly look favorably on such a request based on availability of money, time and personnel for survey purposes, all subject to Highway Commission approval.

The City on January 16 wrote to the Highway Commission regarding the above, and a meeting was held on February 6 with Mayor Frank McElroy, Manager Al Simonson, Engineer Jack Dennison, Assistant Division Engineer Don Haller, and the writer discussing the proposal as requested.

It was pointed out, as indicated previously, that all this would be subject to available money, etc. We discussed the normal procedure of agreement, commitment of funds by city, offer of public hearing, etc. and City indicated they would or could possibly make approximately $30,000 available for such a project.

It was brought out that, based on width of typical section proposed for such a project, City's share in the project could conceivably cost approximately $60,000 to $200,000. There followed much discussion covering various matters.

The City requests that we prepare estimates of this proposed project as well as up-date a previous submission pertaining to a couplet of 7th and 9th via Taylor Street to a terminus with Washington Street, after which they propose to submit it to their people for consideration of a bonding issue.

It is the feeling of the writer that this project, based on City participation, is possibly 1 - 2 years distant.

D N H

D. N. Harwell
Assistant Engineer
County and City Division

DNH:cb

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor Wolfe
F. D. Morgan
L. W. Rulien

[illegible] or FAS proj request
Molalla Ave

NOTED
H. S. CO.

CITY OF OREGON CITY

PHONE 656-5264

OREGON CITY, OREGON 970

RECEIVED
JAN 13 1968
ENGINEER
COUNTY & CITY DIVISION

Routing
Morgan WM
Decker
[illegible]d
Barbee ✓
Walker
Glenn
Swan
Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JAN 18 1968
CONSTRUCTION
DIVISION

January 16, 1968

State Highway Commission
Salem, Oregon

Gentlemen:

The City of Oregon City hereby requests a study for the improvement of Molalla Avenue in Oregon City, a section of State Secondary Highway 213, from Seventh Street to Hilda Street, to correspond to the existing improved Molalla Avenue from Hilda Street southerly to the city limits of Oregon City.

The City of Oregon City is prepared to provide in its 1968-69 fiscal year's budget, beginning July 1, 1968, sufficient monies in conjunction with monies pledged by the Clackamas County Commission to make up necessary local share monies for a 25% local, 75% state project.

It is our further feeling and understanding that this project could be an FAS project under the federal program. In this event, it would appear feasible that such a project could be accomplished in the near future without greatly affecting either the local ability or the state's ability to finance an immediate project.

It is imperative that some improvement be accomplished on this section of the Cascade Highway and we ask your most urgent attention to this request.

Very truly yours,

ALFRED SIMONSON
General Manager

copies to Young Morgan 1-18-68

RECEIVED
JAN 30 1968
ENGINEER
COUNTY & CITY DIVISION

AS:rl

cc: Mr. Don Harwell
County-City Division
Oregon State Highway Department

Clackamas County Commission

F.B. Klaboe - action!?

RECEIVED
JAN 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DON HARWELL

RECEIVED
FEB 9 - 1968

FOR FILING
SU-226(4)
7338

2-6-68

Prefix No. 103-1439

LOCATION PROSPECTUS
POLK STREET-HILDA STREET SECTION
CASCADE HIGHWAY
CLACKAMAS COUNTY

HIGHWAY: Cascade. State Secondary No. 160, Federal-aid Secondary No. 147.

TERMINI: The northerly terminus is at M.P. 14.57 which is the intersection of Seventh Street and Polk Street. The southerly terminus is at M.P. 16.17 which is the intersection of Hilda Street and Molalla Avenue.

LENGTH: 0.7 mile.

PROGRAM: XI

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Provisions will be made in the delineation of right of way for inclusion of sidewalks. Reconnaissance was conducted in 1968 by Mr. W. H. Tebeau. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time. This project lies within the city limits of Oregon City.

CHARACTERISTICS: Present ADT 11,400; projected ADT 19,400.

STANDARDS: Class "A(4)".

TYPICAL SECTION: 48-foot city street section.

ACCESS: Limited to location.

BASE DESIGN: Tentative base design for construction is:

4" A. C.
6" P.M.B.B.
9" Crushed Base
19" Total

ADDITIONAL FACILITIES: There are no major streams, railroads or airports affected by this project.

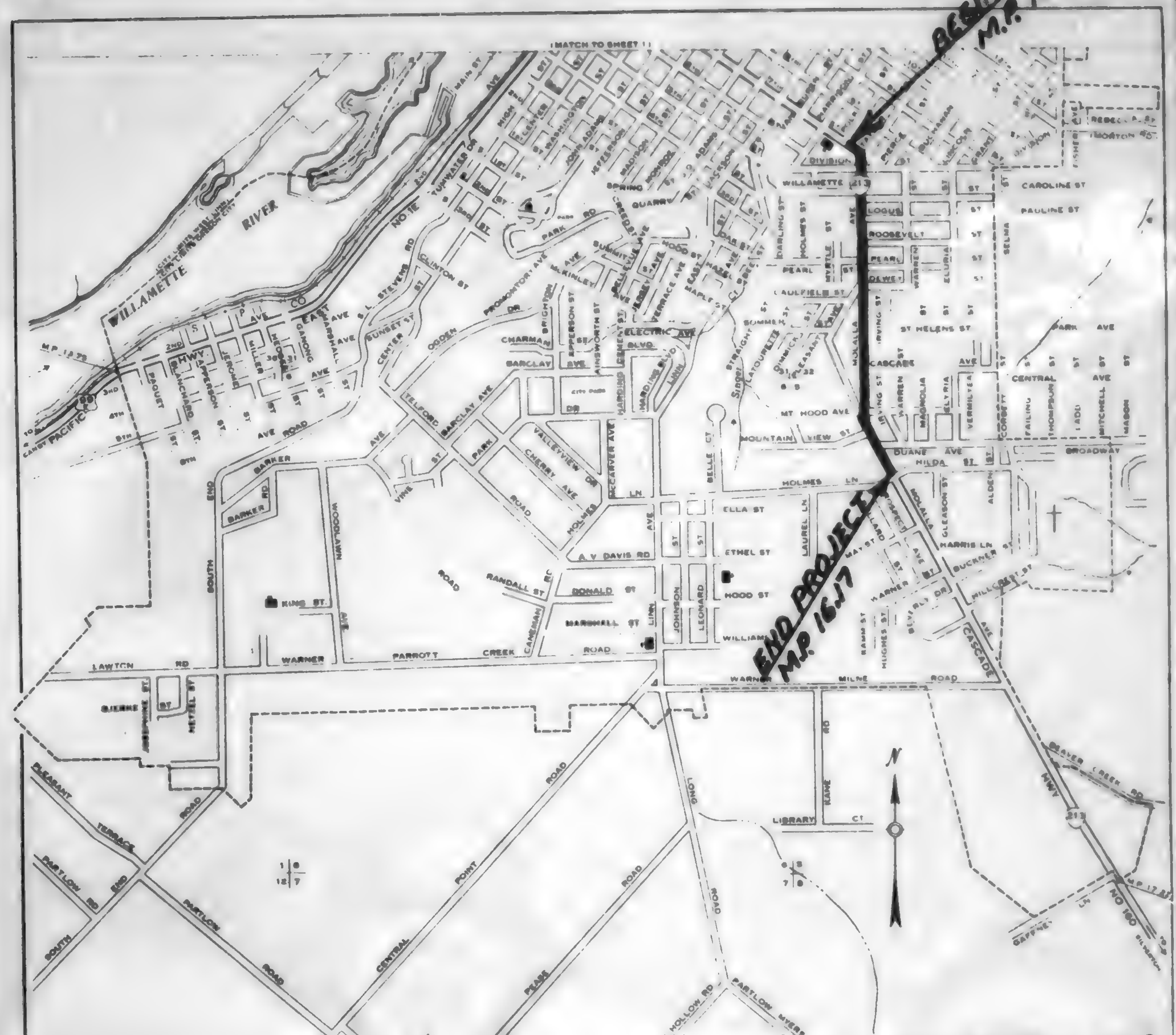
AGREEMENTS: Routine utility adjustments will be necessary. Agreements with the City of Oregon City will be necessary.

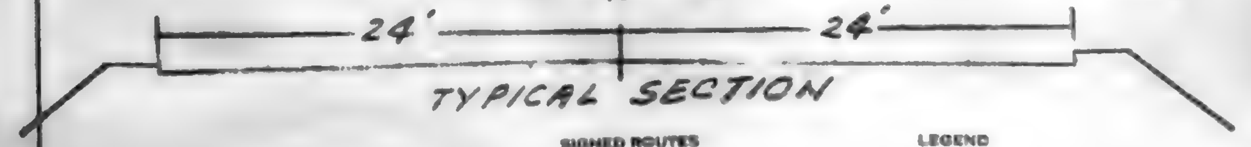
NOTED
TOM EDWARDS

PARKS: None.

February 6, 1968
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. W. Rulien (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
I. D. Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

EIV
- 7 1968
OFFICE OF
HIGHWAY ENGIN





TYPICAL SECTION

PROSPECTUS MAP
POLK ST- HILDA ST

OREGON CITY

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 8 282

Revised June 1964

SHEET 2 OF 2 SHEETS

RECEIVED
FEB [illegible] 1968

FOR FILING

SU-226(6)
7338

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1968

SUBJECT: Cascade Highway
Improvement in Oregon City
Seventh Street-Hilda Street

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

ATTENTION: Mr. D. J. Barbee

Estimates on alternate widths for the improvement of Molalla Avenue (Cascade Highway) in Oregon City between Seventh Street and Hilda Street are given below:

	48' Street	84' Street
Grade and Pave	$210,000	$340,000
Right of Way	20,000	410,000
Est. Const. Cost	$230,000	$750,000

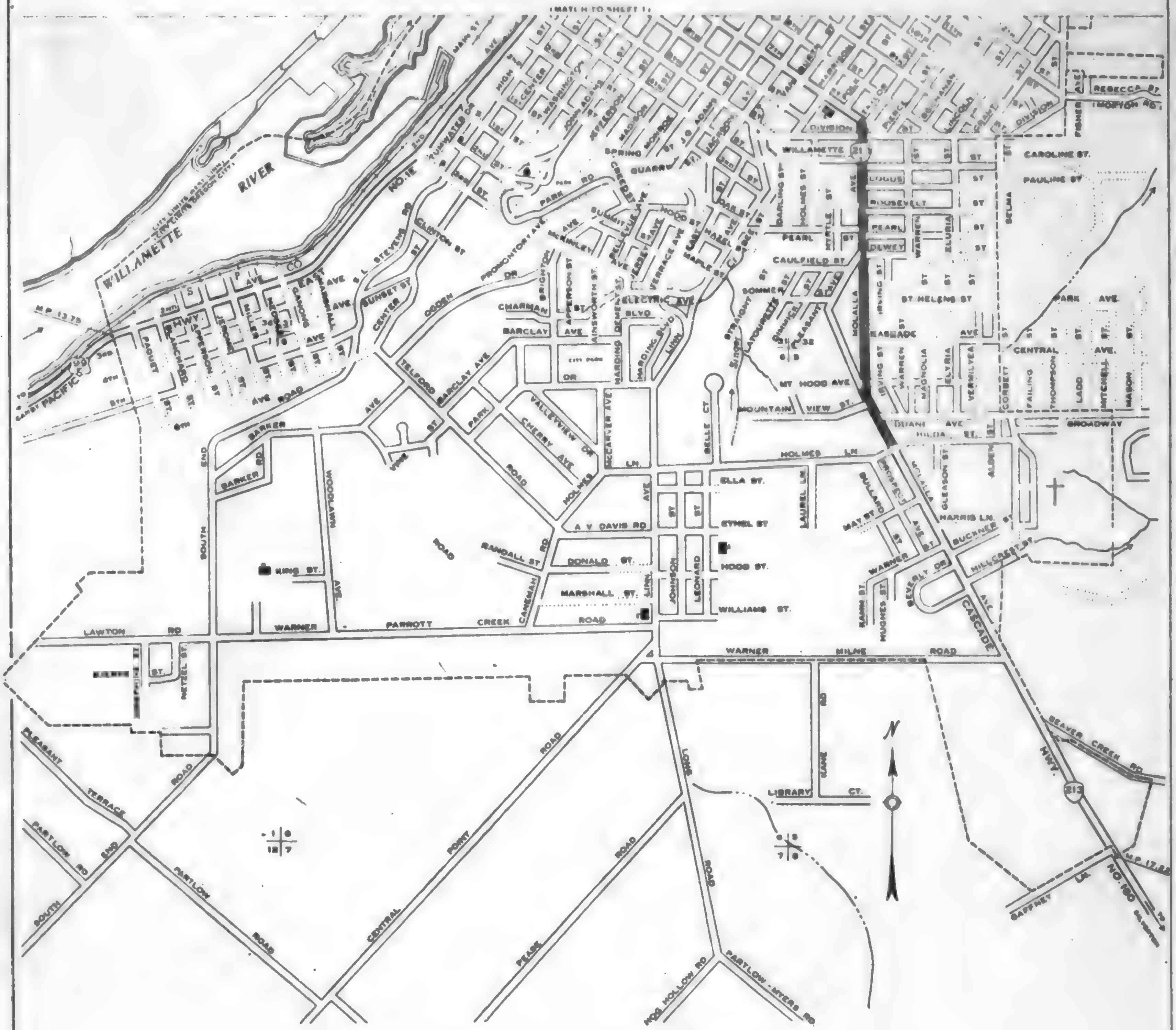
Improvement to the 48-foot curb section can be accomplished by widening concentrically about the present centerline without additional right of way with the exception of a short segment about midway through the unit where construction slopes on the easterly side will undoubtedly induce some damage with respect to two houses; one other conflict will involve a frame building near the south end of the unit -- this building presently houses a used merchandise store.

For improvement to the 84-foot curb section, the wideningshould be accomplished on the easterly side for the reason that the right of way requirements would be less expensive ($140,000 cheaper than if the widening were done on both sides).

On both plans, existing concrete sidewalks will be affected by the improvement and each estimate includes their replacement. It is assumed for the estimates that the portland concrete pavement (22-foot width now in place) can be utilized without seriously affecting the present relationships between the lands abutting the street and the final grade of the improvement. 1965 ADT varies from 10,400 to 7,300 through the segment. A map is attached.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:fw
Attach.



SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

OREGON CITY

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 8,282

Scale in feet

Revised June 1964

SHEET ARRANGEMENT
1
2

SHEET 2 OF 2 SHEETS

PHONE: OLIVE 6-5266

CITY OF OREGON CITY

OFFICE OF
CITY MANAGER

OREGON CITY, OREGON

REFERRED TO
Admin
BY SECRETARY

January 16, 1968

State Highway Commission
Salem, Oregon

Gentlemen:

The City of Oregon City hereby requests a study for the improvement of Molalla Avenue in Oregon City, a section of State Secondary Highway 213, from Seventh Street to Hilda Street, to correspond to the existing improved Molalla Avenue from Hilda Street southerly to the city limits of Oregon City.

The City of Oregon City is prepared to provide in its 1968-69 fiscal year's budget, beginning July 1, 1968, sufficient monies in conjunction with monies pledged by the Clackamas County Commission to make up necessary local share monies for a 25% local, 75% state project.

It is our further feeling and understanding that this project could be an FAS project under the federal program. In this event, it would appear feasible that such a project could be accomplished in the near future without greatly affecting either the local ability or the state's ability to finance an immediate project.

It is imperative that some improvement be accomplished on this section of the Cascade Highway and we ask your most urgent attention to this request.

Very truly yours,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

cc: Mr. Don Harwell
County-City Division
Oregon State Highway Department

Clackamas County Commission

RECEIVED
JAN 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1968
OREGON
STATE HIGHWAY COMMISSION

4-4219 Astoria Bridge on Oregon Coast 1970
Highway at Astoria.
#7339 (Cleaning & painting)

STATE OF OREGON INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: January 21, 1981

CON 6-4-3
7949

FROM: Jack L. Davis Jack Davis
Foundation Engineer

SUBJECT: The Life and Times and Current Status of
Maintenance Painting on the
Columbia River (Astoria) Bridge
Oregon Coast Highway
Clatsop County
Bridge 7949

NOTED
E. S. HUNTER

copy [illegible] 12-[illegible]-21
6268
7782
8470
9150

On Tuesday, January 13, 1981, an overall inspection of the subject bridge was made to review the general condition of paint on the numerous structural steel spans. The purpose of the inspection was to determine which portions of the structure could feasibly be painted by the newly formed State Bridge Maintenance Painting Crew and which portions should be painted by contract.

Present on this spection were Walt Hart, John Wood, Ted Litchfield, Ted Thompson, Fred Lucht, Bill Bangert, Harold Seaton and me.

Subsequent to this inspection, I reviewed all prior new and maintenance painting contracts to ascertain the age and various types of coatings now existing on the steel spans. This information is combined with the findings of the inspection and is contained in the following summary.

Contract specifications and paint formulations, except for proprietory products, for maintenance painting performed under the following listed contracts are on file in the Bridge Design Office. If required for some purpose, the Brand names, composition and other information on proprietory paints may be shown on paint inspection reports or laboratory reports on file for the various contracts at the Materials Testing Laboratory. Proprietory products are shown as (P) in the following summary.

JD:jrb

cc: John Wood
Ted Litchfield
Fred Lucht

~~bc: Jack Davis~~

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FOR
Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File

Contains Recycled Materials

ORIGINAL PAINT SYSTEM

Contract: 6268 Astoria Bridge Superstructure (5-10-63)
Completed: 1965-66
All steel deck girder, deck truss, and through truss spans and steel towers on Piers 169 and 17 (except Span 4, constructed by the State of Washington)

By requirements of the contract, all steel members were blast cleaned and painted, except for the final finish coat, in a covered and enclosed paint shop prior to erection. All spans except Spans 10 and 15 were painted with a quick-dry red lead primer with alkyd enamel finish coats, with Spans 10 and 15 painted with a basic lead silico chromate system.

Spot coating of damaged areas and field connections and application of the final finish coat was performed after erection during the years of 1965-1966.

Cleaning - By specification, steel surfaces were blast cleaned prior to painting by the old "area-per-time" method using standardized materials and equipment. This method usually removed rust and loose mill scale, but did not necessarily remove tightly bonded, thick or hard mill scale. It has become evident on subsequent maintenance painting projects that considerable mill scale remained on the surface of the steel after cleaning. This mill scale still remains, except where removed by later maintenance painting, and generally appears to be hard and tight except for scattered rusted areas.

Painting - All spans except Spans 10 and 15

Coat	Formula
Prime	12-51 Quick Dry Red Lead
3 base coats	12-51 alternate coats tinted
2 stripe coats	12-51
Crack filler	A-3-57 Red Lead Paste
First finish coat	317-51 Green Alkyd Finish (tinted)
Spot coat (field)	All previous coats
Second finish coat	317-51 Green Alkyd Finish

Spec. min. paint film thickness: 2 mils wet each coat

Painting - Spans 10 and 15

Coat	Formula
Prime	No. 1 Basic Lead Silico Chromate
3 base coats	No. 1, 2 & 3 (Formulas 1, 2 & 3 similar except for slight variations in pigment)
2 stripe coats	No. 1
Crack filler	A-3-57 Red Lead Paste
First finish	No. 4 Basic Lead Silico Chromate
Spot (field)	All previous coats
Second finish (field)	No. 5 Basic Lead Silico Chromate

Comments - In areas not yet repainted and except for occasional scattered areas of rust, the original shop applied paint appears to be in good to very good condition considering 16± years of exposure. However, the field applied final finish coat appears to be loose and peeling in most areas of the bridge, indicating salt and/or dirt contamination between the first (shop) finish coat and the second (field) finish coat.

Numerous areas of metallic gray-colored paint appears on various members under the final green finish coat throughout the structure. Preliminary indications are that this was an organic zinc-rich primer, identified only as "Chem-Bar", used as a primer for spot patching and field connections prior to application of the final finish coat of green alkyd.

At present, significant rust breakthrough in the original paint system is most apparent in the floor beams, deck stringers and adjacent connections and bracing under the deck in spans not yet repainted, as hereinafter discussed.

EXISTING PAINT SYSTEMS

Span 4 - Deck Girder Span

Contract: 7782 (6-29-72)
Completed: July 1974
Paint Type: Inorganic zinc silicate primer
Vinyl finish

Cleaning - Blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D2200.

Painting -

Coat	Formula	Spec. Min. D.F.T.
Base	(P) Inorganic zinc silicate	3 mils
Stripe	(P) Organic zinc	3 mils
Wash primer	(P) Vinyl wash primer	0.5 to 0.9 miles
1st Finish	(P) Vinyl finish	3 mils
2nd Finish	(P) Vinyl finish	3 mils

Comments - Generally in good condition, Occasional rust breakthrough on edges, around bolts and in connections.

Recommend spot painting by state crew.

Spans 5 through 11 - Through truss spans

Above Deck

Contract: 6268 (5-10-63)
Completed: 1965-1966
Paint Type: Original red lead-alkyd
Cleaning and Painting - see Original Paint System

Comments - The final finish coat is loose and peeling in numerous areas and surfaces. However, this seems to have no detrimental effect on the underlying shop applied prime, base and finish coats, all of which seem to be in overall good condition.

Scattered areas of rust breakthrough are apparent on edges, rivet heads and connections, and occasionally on flat surfaces. Some spots of organic zinc primer are exposed by the peeling top coat of paint.

Recommendation - spot painting by state crew.

Below Deck

Contract: 7782 (6-29-72)
Completed: July 1974 (in conjunction with Span 4)
Paint Type: Inorganic zinc silicate primer
Vinyl finish

Areas Painted: Floor beams, stringers, bottom lateral system, bottom truss chord, gusset plates attached to preceeding members, exposed portions of expansion devices.

Cleaning - Blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D 2200.

Painting -

Coat	Formula	Spec. Min. D.F.T.
Base	(P) Inorganic Zinc Silicate	3 mils
Stripe	(P) Organic zinc	3 mils
Wash primer	(P) Vinyl wash primer	0.5 to 0.9 mils
1st Finish	(P) Vinyl finish	3 mils
2nd Finish	(P) Vinyl finish	3 mils

Comments - Generally in good condition. Occasional rust breakthrough on edges, around bolts and rivets and in connections.

Recommendation - spot painting by state painting crew.

Spans 12 through 19 - Deck Girder Spans

Contract: 8470 (2-1-77)
Completed: March 1980
Paint Type: All vinyl

Cleaning - Span 12 blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D 2200. All other spans blast cleaned to near white metal conforming to pictorial standard Sa 2-1/2 of ASTM D 2200.

Note: The ends of all girders for a distance of approximately 15 feet from the piers had previously been blast cleaned to white metal and primed with inorganic zinc primer under Contract 7339 completed 9-23-70. Most of this primer was removed in blast cleaning under Contract 8470, but some may remain.

Painting - Formulas are from State of California.

Coat	Formula	Spec. Min. D.F.T.
Vinyl Wash Primer	701-80-52	0.5 mil max.
Vinyl Base	741-80-40 741-80-41	4 alt. coats approx. 1 mil each. Total min. 4 mils.
Vinyl Finish	741-80-75	2 coats approx. 1 mil each. Total min. 2 mils.

Note: On Spans 13 through 19, (P) Mobil Co. Val-Chem Primer 80-R-8 (vinyl-iron oxide) was substituted for specified vinyl wash primer and first coat of vinyl base, applied 1.5 mils min. D.F.T.

Comments -

At this inspection, most surfaces appear to be in very good condition, but rust is present in scattered locations on sharp corners, some unsealed bolted connections, bolts, and on some flat surfaces - generally the bottoms of the bottom flange - in small patches.

Recommendation - spot painting and sealing as required by state painting crew.

Spans 160 through 163 - Deck Girder Spans

Contract: 9150 (6-1-80)
Completed: December 1980
Paint Type: Hi-build vinyl

Cleaning - All steel blast cleaned to near white metal conforming to pictorial standard Sa 2-1/2 of ASTM D 2200.

Note: The ends of all girders for a distance of approximately 15 feet from the piers had previously been blast cleaned to white metal and primed with inorganic zinc primer under Contract 7339 completed 9-23-70. Most of this primer was removed by blast cleaning under Contract 9150, but some may remain.

Painting -

Coat	Formula	Spec. Min. D.F.T.
Prime	(P) Iron Oxide Vinyl	2 mils
1st Finish	(P) High Build Vinyl	Approx. 3 mils
2nd Finish	(P) High Build Vinyl	Approx. 3 mils
		8 mils Total
Joint Sealer	Indust. grade silicone sealer	

Comments - This painting completed shortly before this inspection. All surfaces, joints and connections appear to be excellent, except rust is showing in scattered locations on sharp edges of shear-cut members.

Recommendation - deferred to one-year inspection.

Spans 164 through 168 and Span 171 - Deck Truss Spans

Contract: 7339 (2-24-70)
Completed: 9-23-70
Paint Type: Acrylic and vinyl over original red lead-alkyd

Cleaning - All surfaces steam cleaned. Rusted areas spot blast cleaned to white metal.

Note: Specifications required sweep blast cleaning as necessary to remove "foreign matter", but apparently was not employed or did not remove the loose final alkyd finish coat of the original paint system, as discussed under Painting.

Painting - (as originally specified)

Coat	Formula	Spec. Min. D.F.T.
Prime (bare metal)	(P) Inorganic zinc silicate	3 mils
Undercoat (all surf.)	MIL-P-15328 vinyl wash	0.5 mil
Stripe	(P) High build vinyl	-
Finish	(P) High build vinyl	1.5 mils

Problems! By agreement between State and Contractor, the Undercoat (vinyl wash primer) was deleted prior to commencement of work. Later, application of vinyl finish coat directly to surface of existing alkyd paint resulted in blistering and lifting of loose final finish coat of original alkyd paint and underlying areas of organic zinc primer (see original paint). By Extra Work Order, all loose and blistered areas were cleaned and scraped, and an "acrylic enamel" applied over all surfaces prior to the final finish coat of vinyl.

Comments - Inspection reveals moderate to heavy rusting of steel members in the floor beams, stringers, upper truss chords and lateral bracing under the deck and their connecitons.

Posts and diagonal members of the truss below the upper gusset plates and all lower truss members appear to be generally in good condition, with scattered rust break through on rivet heads, edges, connections and spot rust on flat surfaces. However, the outer layer of paint is loose and peeling in numerous locations. This outer layer is either the acrylic enamel-vinyl top coat applied in 1970 or may also include the original alkyd finish coat not removed in this work.

Recommendation - These spans should be painted by contract. The floor system and upper truss will probably require complete blast cleaning to at least "Commercial" (depends on coating system to be used) while lower truss members will require only spot blast cleaning - and removal of all the loose top coats of paint by a suitable method to be determined, possibly by sweep blast cleaning.

This work should include the rocker bent on Pier 164 supporting steel girders of Span 163, not included in Contract 9150.

Spans 168 through 170 - Main Through Truss Spans

Contract: 6268 (5-10-63)
Completed: 1965 - 1966
Paint System: Original red lead-alkyd

Cleaning and Painting - see Original Paint System

Comments

Above Deck - The paint on most upper truss members and lateral bracing appears to be in generally very good condition considering its age. Again, numerous areas of loose and peeling final finish coat of alkyd paint are present throughout the three spans but does not have a serious effect on the quality of the underlying coats. Scattered rust breakthrough appears on rivet heads, gusset plates, various connections, and spot rust on edges and some flat surfaces. More pronounced general rusting appears on a very limited number of vertical members and other scattered locations.

Heavy deposits left by irresponsible seagulls cover most of the upper surfaces of upper truss members. Although these deposits do not seem to have seriously effected the paint, their removal will be required, with some difficulty, before recoating can be considered.

Recommendation: Spot blast cleaning and spot painting of rusted areas only by state painting crew. Sweep blast cleaning remaining surfaces (or other satisfactory removal of loose paint, salt, dirt and other "deposits") and topcoating would be desirable at this time to greatly prolong the life of the existing original paint, but is not mandatory in the immediate future.

Below Deck - Moderate to heavy rust breakthrough on most steel members of the deck system and lower chords, but appears to vary in degree of rusting and location.

The steel below deck will probably require complete blast cleaning to at least "Commercial", but a closer and full inspection of these members may reveal that a substantial amount of the existing paint could be saved by a combination of full, spot and sweep blast cleaning methods.

Recommendation - cleaning and repainting by contract.

Steel Towers, Piers 169 and 170

Contract: 6268 (5-10-63)
Completed: 1964-1965
Paint System: Original red lead-alkyd

Cleaning and Painting - see Original Paint System

Comments - Recent blast cleaning and painting of the base of the tower legs in the areas of the tension hold-down rods by the state maintenance crew has restored these locations to very good condition. The remainder of the towers appears to be in generally good condition, with scattered small spots or areas of rust, and the previously described loose topcoat of original paint, although peeling does not appear to be as extensive as on truss members.

Recommendation - spot cleaning and painting of rusted areas only by state painting crew.

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1970
ROUTING
ASBURY [illegible] HOPKINS
[illegible]

OREGON STATE
HIGHWAY DEPARTMENT
C. W. Elroy
P. O. Box 154
Astoria, Oregon 97103

December 2, 1970

4-4219
12-9

Subject: Astoria Bridge Maintenance
Painting
Contract 7339
Prefix 4-4219

Klaas Brothers, Incorporated
2012 Hyperion Avenue
Los Angeles, California 90027

Attn: Mr. Frank Klaas

Dear Sir,

It has been brought to my attention that you have not acknowledged receipt of Mr. Puusti's letter of October 9, 1970 containing repair bills for damage to his building during your sandblasting operations.

At your earliest convenience, please contact your Insurance Company and have this claim looked into.

Also Mr. Curtis Conner of Rt #1, Box 287, Warrenton, Oregon has called me several times in regard to paint on his car. He said he was in touch with your Oregon Claims Agent but they refused to take care of the matter. Your Superintendant on the job was aware of this matter before they moved out. Please see if you can straigten out this claim.

I hope these claims can be resolved at your earliest opportunity.

Very Truly Yours,

Charles W. Elroy

Charles W. Elroy
Resident Bridge Engineer

cc:R. D. Asburry

cc. Floyd Query ✓

RECEIVED
NOV 10 1970
FOR FILING

4-4219
7339

November 9, 1970

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On November 6, 1970, we wrote to you concerning release of final payment on Contract No. 7339 awarded to Klaas Bros., Inc., for maintenance painting of the Astoria Bridge on the Oregon Coast Highway in Clatsop County.

Final payment on this contract is $10,400 and the total contract amount is $241,457.43 including $33,457.43 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Klaas Bros., Inc.
2812 Hyperion Avenue
Los Angeles, California 90027

Frank Morgan
Ivan Merchant
R. D. Asberry
V. E. Skoog
Attn: John Kerr

RECEIVED
NOV 6 - 1970
[illegible]

4-4219
7339

November 5, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 23, 1970 on Contract No. 7339. The contract was with Klaas Bros., Inc., and was for maintenance painting on the Astoria Bridge Section of the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 5, 1970 and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

4-4219
7339

FORM E-1 (REV. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Astoria Bridge
WEEK ENDING: October 31, 1970
SECTION PREFIX: 4-4219
HIGHWAY: Oregon Coast
COUNTY: Clatsop
NAME OF JOB: Astoria Bridge
KIND OF WORK: Maintenance Painting
CONTRACTOR: Klaas Bros., Inc.
CONTRACT NUMBER: 7339
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Feb. 24, 1970
DATE WORK STARTED: April 3, 1970
ESTIMATED COMPLETION DATE: Sept. 23, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS 300
CALENDAR DAYS USED 183
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED 63
PROJECT AUTHORIZATION: $ 276,625.00
EXCLUSIVE OF ENGINEERING: $ 246,625.00
ENGINEERING AUTHORIZATION 30,000.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 242,898.84
ENGINEERING COST TO DATE $31,441.41
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 1 %
PERCENT OF AUTHORIZATION 105 %
DATE PROJECT WAS COMPLETED: Sept. 23, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7949C							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

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NOV 2 1970
CONSTRUCTION DIVISION

Routing
Morgan
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10-25	
MONDAY 10-26	No Activity
TUESDAY 10-27	
WEDNESDAY 10-28	
THURSDAY 10-29	
FRIDAY 10-30	
SATURDAY 10-31	

REMARKS

Semi-Final submitted to Region Office Friday, October 30, 1970.

This will be the last weekly report for this project.

SIGNED Charles W. LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
OCT 14 1970

4-4219
7339

October 12, 1970

Mr. Harold Nesheim
H - N Painting Contractor
19504 Damson Road
Lynnwood, Washington 98036

Dear Mr. Nesheim:

In reply to your letter of September 21st, your firm did spill paint on my 1970 Chrysler 300. This was spills and not just drift damage. The globs were sizeable and from bumper to bumper - including grill, hood, windshield, white vinal top, and trunk deck.

I was traveling north on the bridge and I did not observe any cleaning station in operation. Upon return to Salem, I went to the Chrysler Garage and they stated it was necessary to steam clean the top of the car and that delay could cause permanent damage to the top and necessitate its replacement. Therefore, I had it cleaned. The car had a protective finish which needs to be redone, following the cleaning. There is still some paint damage to the car, including remaining paint on the grill.

I do not feel your offer to inspect my vehicle, should I take time off to bring it to North Bend, is at all reasonable as a solution and feel it is an attempt on your part to evade your responsibility.

On another occasion, my wife had paint spilled by you on our 1970 Plymouth Duster and stopped and cleaned it off herself as other drivers were doing. No cleaning station was apparent to her at that time.

Sincerely,

Dave Backman

DB:jt

cc: Oregon State Highway Division
Warren Elliott and Associates

10-13-70
To Merchant
"Take necessary action!"

NOTED
A. E. JOHNSON

RECEIVED
OCT 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1970
[illegible]

4-4217
7339

September 22, 1970

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization for the Astoria Bridge maintenance painting project is apparent. This is Contract No. 7339 with Klass Bros., Inc. The original authorization was $237,215 and it now appears that the final cost will be $276,625, an increase of 16.6 percent.

Three-quarters of the overrun was due to the added unforeseen expense of cleaning, scraping, and painting existing paint that had blistered because of inner coat contamination of the original paint system. The remainder of the overrun was due to added engineering costs resulting from overtime work by the contractor.

This matter will be on the agenda for your consideration at the September 29 meeting and I recommend that you approve the increase.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Quary
Tom Edwards
A. E. Johnson
Victor D. Wolfe
Ivan D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
R. D. Asburry

RJW:ew sr

4-4219

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1970

SUBJECT: Expected Overrun
Astoria Bridge
Maintenance Painting
Oregon Coast Highway
Contract 7339

To: Ivan D. Merchant
BRIDGE ENGINEER

Attached is form E-372 covering an anticipated $39,410 or 16.61% overrun in the subject project authorization. The main reason for the overrun is extra work order #2 which is in the process of being increased to $29,220. It covers cleaning, scraping, sandblasting and painting of blisters and loose paint edges.

The other item that has overrun is the engineering. This type work takes considerable inspection. The long hours including Saturdays and Sundays resulted in substantial overtime and two of the inspectors were also on per diem.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

RECEIVED
SEP 2 1970
BRIDGE DIVISION

GWW/cg

Attach.

RECEIVED
OCT 5 1970

Form [illegible] (Rev. [illegible])

FOR FILING

4-4219
7339

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Astoria Bridge Date August 24, 1970

Highway Oregon Coast Contract No. 7339

County Clatsop Kind of Work Maint. Painting Contractor Klaas Bros., Inc.

	Authorized	Estimated
Contract Amount	$208,000.00	$208,000.00
Anticipated Items	1,000.00	29,220.00
Contingency (4½%)	9,405.00	9,405.00
Engineering	18,810.00	30,000.00
Credits		
PROJECT COST	$237,215.00	$276,625.00

NET INCREASE $ 39,410.00 or 16.6136%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount		Net Change
(U) EWO#2 Clean, scrape & paint blisters.	$29,220.00	+	$29,220.00

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 9-30-70

Principal reasons for overruns (Continue on reverse side): Contractor working long hours & Saturday & Sunday. Two inspectors on Per Diem reason for Engineering overrun. Inner coat contamination of the existing paint which could not be foreseen by the contractor caused paint to blister. To correct this condition we went to EWO#2.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Charles W. E[illegible]
Resident Engineer

Noted by /s/ Ivan D. Merchant
Construction or Bridge Engineer

Confirmed by /s/ G. W. Wimer
Division Engineer

Noted by /s/ A. E. Johnson
~~Deputy~~ State Highway Engineer
(Assistant)

SP*93700-734

C

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JUL 2[illegible] 1970
FOR FILING

4-4219
7339

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1970

SUBJECT: Paint Damage
Astoria Bridge

To: A. E. Johnson
ASST. STATE HIGHWAY ENGINEER

No reports of paint damage have been received by this office or the Resident Engineer's office on the subject project. All work on this project is done below deck. All work to date has been done over ~~under~~ water. The Resident Engineer has been again cautioned regarding this matter verbally.

Also a letter has gone to him covering the same matter. See attached copy of letter.

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

RDA/cg

Attach.

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

4-4219

FORM E-90-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 17, 1970

To: Chuck Elroy
RESIDENT ENGINEER

SUBJECT: Maintenance ~~Building~~ Painting
Astoria Bridge
Oregon Coast Highway

The Special Provisions on this project have insurance and paint material requirements intended to reduce ~~yet~~, not eliminate the possibility of spray paint damage as was experienced in the original painting project. Even so, A. E. Johnson has again called our attention to the need to exercise care.

It is my understanding the contractor proposes to provide a burlap protection on span 171 which is the only span on the Oregon shore to be painted. This should further reduce the possibility of paint drift. However, you are to take special cognizance of this problem and if drift that could cause damage does occur during the actual painting operations, take further preventative steps.

R. D. Asburry
DIVISION ENGINEER

by G. W. Wimer

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

cc: A. E. Johnson ✓
Ivan D. Merchant

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JUN 26 1970
FOR FIL

Porter

4-4219

1339

FRANK J. COUMONT
DISTRICT ATTORNEY
CLATSOP COUNTY, OREGON

JAMES P. LEAHY
DEPUTY DISTRICT ATTORNEY
HAROLD E. LEONHARDT
INVESTIGATOR

COURT HOUSE
ASTORIA, OREGON 97103
AREA CODE 503
TELEPHONE 325-4281

June 23, 1970

REFERRED TO
admin
BY SECRETARY

Edwards

cc Lindas
6-25-70

Mr. Floyd Query,
Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Special Report - Grand Jury

Dear Mr. Query:

Enclosed find copy of a special report issued by the Grand Jury for the April 1970 Term of Court of this county.

I believe you will find the report self-explanatory and am sending you a copy for your information due to its content.

Should you have any questions regarding this matter I would be happy to answer them for you if possible.

Yours very truly,

Frank J. Coumont
FRANK J. COUMONT
District Attorney

FJC:dj
Encl.

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

NOTED
FORREST COOPER

NOTED
FLOYD QUERY

NOTED
TOM EDWARDS

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 24 1970
OREGON
STATE HIGHWAY COMMISSION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLATSOP

IN THE MATTER OF SPECIAL)
)
REPORT OF THE CLATSOP COUNTY)
) SPECIAL REPORT
GRAND JURY FOR THE APRIL 1970)
)
TERM OF COURT.)

TO: Honorable Thomas E. Edison, Circuit Judge

The Clatsop County Grand Jury for the April 1970 Term of Court met on the 23rd day of June, 1970 in special session and submits the following findings:

Special session of this term of Grand Jury was recently covened for the purpose of considering testimony and evidence relating to work currently being performed on the Astoria Bridge.

The work referred to specifically involves performance of a contract between the State of Oregon, Highway Division, and a California painting contractor. Testimony offered during the above-referred session indicates to this Grand Jury that certain activities on the part of certain employees of the State of Oregon and certain employees of the contractor, while not necessarily illegal, are of such a nature as to cause grave concern. We refer particularly to fraternization and socializing among supervisory employees who have the responsibility of making decisions involving large sums for money. These decisions are not those made by the people who enter into the contract but those who are charged with the responsibility of enforcing the provisions of the contract.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLATSOP

IN THE MATTER OF SPECIAL REPORT OF THE CLATSOP COUNTY GRAND JURY FOR THE APRIL 1970 TERM OF COURT.	SPECIAL REPORT

TO: Honorable Thomas E. Edison, Circuit Judge

The Clatsop County Grand Jury for the April 1970 Term of Court met on the 23rd day of June, 1970 in special session and submits the following findings:

Special session of this term of Grand Jury was recently covened for the purpose of considering testimony and evidence relating to work currently being performed on the Astoria Bridge.

The work referred to specifically involves performance of a contract between the State of Oregon, Highway Division, and a California painting contractor. Testimony offered during the above-referred session indicates to this Grand Jury that certain activities on the part of certain employees of the State of Oregon and certain employees of the contractor, while not necessarily illegal, are of such a nature as to cause grave concern. We refer particularly to fraternization and socializing among supervisory employees who have the responsibility of making decisions involving large sums for money. These decisions are not those made by the people who enter into the contract but those who are charged with the responsibility of enforcing the provisions of the contract.

Testimony which we have no reason to doubt, indicates that it has been common practice during the performance of this contract for certain supervisory personnel of the Highway Division to spend much off-duty time in various establishments in the company

NOTED
TOM EDWARDS

of supervisory personnel of the contractor for the purpose of drinking and engaging in games for money. Sworn testimony further leaves no doubt that during the above mentioned activities, and at other times, there is much talk about offering of money for certain favors; whether the buying of meals constitutes bribery and just similar talk.

The very fact that these conditions exist and take place among those who are in a position of great responsibility causes concern to this Grand Jury. We, therefore, feel that those in authority in the Highway Division and those in similar positions in the contracting field should cause these activities to halt. It is our opinion that there has been a lack of judgment on the part of these employees and if those in authority are aware of these practices they should not condone them.

Again referring to the testimony before us it would appear that this is not an isolated instance but, rather, a common practice in this particular type of work. Assuming this to be true for lack of any evidence to the contrary we must condemn a continuation of such conduct.

Respectfully submitted this 23rd day of June, 1970.

J. Richard Gerttula
J. Richard Gerttula, Foreman

Viola V. Stenblom
Viola V. Stenblom

Charles A. McBride
Charles A. McBride

Anna M. Washer
Anna M. Washer

Reinhold T. Speidel
Reinhold T. Speidel

Reuben F. Johnson
Reuben F. Johnson

Dennis E. Maki
Dennis E. Maki

RECEIVED
JUN 18 1970
FOR FILING

4-4219

7339

June 16, 1970

CERTIFIED MAIL

Mr. Richard Johnson
5310 S. W. 170th
Beaverton, Oregon 97005

CLASSIFICATION: Bridge Paint Inspector (Class 4147)

PAY RATE: $764 per month

DEPARTMENT: Bridge -- Astoria Headquarters
Project, Contract 7339 for maintenance painting
of Astoria Bridge by Klaas Bros., Inc. of Los
Angeles

ACTION: From suspension without pay effective May 29, 1970, to
dismissal

DISMISSAL DATE: 5 p.m., Friday, June 26, 1970

SEPARATION PAY: The Division will pay in lump sum all accrued
vacation and exchange time earned.

STATUTORY GROUNDS FOR ACTION: ORS 240.555 Misconduct and Malfeasance

CHARGES AND FACTS SUPPORTING ACTION:

We have been advised by Mr. Ronald Owens, Project Superintendent on the Astoria Bridge Maintenance Painting Project for Klaas Bros., Inc. that he had been having difficulty with you on inspections and that it was costing his Company money because of delays caused by your inspections.

We have evidence to the effect that you contacted Mr. Alton Becker, Field Supervisor for Klaas Bros., Inc. and indicated to him that things might be easier if he made it worth your while. As a result of this conversation and subsequent conversations with Mr. Owens and Mr. Dreher, a meeting was arranged between you, Mr. Owens, and Mr. Dreher at Bud's Buffay Restaurant in St. Johns at 12:30 p.m., Friday, May 29.

You met with Mr. Dreher at the appointed time and indicated to him that $7,500 would be about the right sum. Mr. Dreher indicated that he did not have that much money at the time but would give you $500 and return with the rest the next week. Mr. Dreher gave you an envelope with the $500 in it and you accepted it.

SUMMARY: The Federal Bureau of Public Roads regulations and those of the Highway Division clearly state that an employee shall not accept any gift, loan, or any other thing of value from a contractor. You are aware that the position of Inspector requires integrity and also requires the complete trust and confidence of your superiors. Altering your inspections, offering to make inspections easier and actually omit necessary processes, and then accepting money in consideration for this is misconduct and malfeasance and cannot be tolerated.

This matter has been thoroughly reviewed by the Division Engineer, the Bridge Engineer, and the Legal Department. Further, all information and facts relating to the case have been studied in the main Administrative Office, and it is the conclusion of all listed that there is no alternative under the circumstances but to terminate your services.

R. L. Porter
Deputy State Highway Engineer

bbc:
Forrest Cooper
Lloyd P. Shaw
Tom Edwards
I. D. Merchant
R. D. Asburry
Loren Weber
L. I. Lindas
Personnel Folder

bc William G. Hughes, Administrator
Personnel Division

Melvin H. Cleveland, Executive Secretary
Public Employe Relations Board

Tom Enright, Executive Secretary
Oregon State Employees Association

GH:ls ms

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APR 10 1970
FOR FILING

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7339

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1970

To: Ivan D. Merchant
BRIDGE ENGINEER

SUBJECT: Resident Insurance Agent for
Klaas Bros, Inc.
Astoria Bridge Painting
Oregon Coast Highway
Contract No. 7339

Attached is an April 3, 1970 telegram indicating that the resident claims agent for the Northwestern Nationals Policy No. CLA629452 which covers Klaas Bros., Painting Contractors, until April 1, 1971, is W. W. Kennell, 2326 Lloyd Center, P. O. Box 12406, Portland, Oregon, 97212. This telegram is under the name of Ivan Hamerlynck, Claims Manager, Oregon Automobile Insurance Agency.

We had earlier received a March 24 letter under the signature of Frank A. Klaas indicating "our insurance company is Northwestern National, who owns the Oregon Automobile Insurance Company, and all the activities are serviced through that office which is located at 501 Commonwealth Building - Portland, Oregon 97204, phone number, 224-3600."

However, when we checked that number it was found they did not handle the claims, hence the reason for the telegram. This should be adequately cover the requirements of our specifications.

R. D. Asburry
DIVISION ENGINEER

by

Gerald W. Wimer
ASST. DIVISION ENGINEER

NOTED
TOM EDWARDS

GWW/cg

Attach.

cc: Tom Edwards
E. S. Hunter

RECEIVED
APR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

CLASS OF SERVICE

This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL
CHAIRMAN OF THE BOARD

R. W. (1107),
PRESIDEN.

SYMBOLS

DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

1970 APR 3 AM 11 32

PRA011 SSD199
PR LLF069 AS RX PDB 2 EXTRA=PORTLAND ORG 3 1101A PST=
LOREN WEBBER, RESIDENT ENGR, OREGON STATE HWY DEPT
705 WEST MARINE DR ASTORIA ORG=

WE WISH TO ADVISE THAT MR W W KENNELL IS RESIDENT CLAIMS AGENT FOR THE KLAAS BROS PAINTING CONTRACTORS ON THE ASTORIA BRIDGE JOB UNDER NORTHWE TERN NATIONALS POLICY #CLA629452 WHICH EXPIRES 4/1/71 ANY CLAIMS MATTER SHOULD BE REFERRED DIRECTLY TO HIM AT 2326 LLOYD CENTER PO BOX 12406 PORTLAND OREGON 97212=

IVAN HAMERLYNCK CLAIMS MGR
OREGON AUTOMOBILE INSURANCE AAGENCY=

=#CLA629452 4/1/71 2326 12406 97212=

Files

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

WU1220(R2-65)

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MAR 30 1970
FOR FILING

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4-4319
7339

MAR 16 1970
RECEIVED
FISH COMMISSION
_Director
_Asst. Director
_Fiscal Officer
_Spec. Asst.
_Auditor
_Licenses
_Fish Culture
_Research
✓ Engineering Burt C
_Water Res.
_Ed.
_Surname

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 13, 1970

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith the following preliminary plans which were scheduled for contract letting February 19, 1970:

Astoria Bridge Painting
Oregon Coast Highway
Clatsop County

Your special attention and recommendations will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Frank L. Hall

Frank L. Hall
Assistant Design Engineer

cc's sent 3-30-70
F.B. Klaboe
L.H. Young
T.C. Roake
C.G. Swenson
W.H. Tebeau
F.E. Terpin
R.D. Asburry (2)

F.B. KLABOE

Routing
Ex. Sec.
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Huckleman
Scott
R. Olson
Gustafson

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[illegible]
DIVISION

SNR 3-25-70

Enclos.

Dear Frank,
We anticipate no problems. Project approved.

Burt Carnegie
Hydraulic Engr.

RECEIVED
MAR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 6 - 1970
FOR FILING

4-4219
7339

March 3, 1970

Mr. E. G. Fearey, Jr., President
Astoria Association of Insurance Agents
Astoria, Oregon 97103

Dear Mr. Fearey:

Some time ago you wrote to us concerning problems of damage to automobiles in connection with painting of the Astoria Bridge.

Enclosed is a copy of the special provisions covering liability insurance for maintenance painting of this structure which are incorporated in a contract awarded on February 24 to Kloss Bros., Inc. of Los Angeles.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.

cc Forrest Cooper
Victor D. Wolfe
C. G. Swanson
(ms)

7-25 Responsibility for Damages

Except as provided in Articles 5-5, 7-26 and 7-28, or as elsewhere provided in these special provisions, it is specifically agreed between the parties executing this contract that it is not intended by any of the provisions of this contract to designate the public or any member thereof a third party beneficiary hereunder, or to authorize the public or any member thereof to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this contract.

7-25 Responsibility for Damages, Liability Insurance

The contractor shall take necessary measures to prevent damage or injury to any person, to marine or vehicular traffic, to bridge substructure or superstructures, or to other property as a result of any work performed under the contract. Any injury or damage resulting from the contractor's operations shall be the responsibility of the contractor.

The contractor, in addition to other forms of insurance and bonds required or which become necessary under the terms of the contract, shall carry liability insurance of the kind and in the amounts hereinafter set forth, for any claims for damages which may arise from the operation of the contractor under this contract. The insurance shall be written with a company authorized to do business in the State of Oregon and which has a resident insurance agent within the State. Such insurance shall be without prejudice to coverage otherwise existing and such insurance shall be in full force and effect until all work required to be performed under the terms of the contract is satisfactorily completed as evidenced by formal acceptance by the Highway Commission, and furthermore such insurance shall be noncancellable and nonalterable for any cause whatsoever (including failure to pay premiums) either by the contractor or by the insurance company, without 10 days' written notice to the State Highway Commission as to the proposed cancellation or alteration. In the event that the said insurance is cancelled as herein provided, the contractor shall provide other insurance of the same class and for the same purposes and amounts and subject to the same conditions as provided herein, and the said other insurance shall become effective not later than the time of cancellation of the prior insurance and shall cover the unexpired period of the term herein required.

Astoria Bridge

The contractor shall not commence work on the project until he has obtained all insurance required or which becomes necessary under the terms of the specifications and contract, and copies of said policies have been submitted to and approved by the State.

Special Protective Public Liability and Property Damage Liability Insurance. The contractor shall, with respect to the operations he or any of his subcontractors performs, provide full coverage (nondeductible) Protective Public Liability Insurance providing for a limit of not less than $500,000 for all damages arising out of bodily injuries to or death of one person, and subject to that limit for each person, a total limit of $1,000,000 for all damages arising out of bodily injuries to or death of one or more persons in any one occurrence caused or arising out of the operations of the contractor or his subcontractors on the project, and full coverage (nondeductible) Protective Property Damage Liability Insurance providing for a limit of not less than $50,000 for all damages arising out of injury to or destruction of property in any one occurrence caused or arising out of the operations of the contractor or his subcontractors on the project, and, subject to that limit per occurrence, a total (or aggregate) limit of $250,000 for all damages arising out of injury to or destruction of property during the policy period.

7-30 (a) Temporary Protective and Directional Measures for Traffic

In conforming to the provisions given in the insert titled "General Special Provisions - Contractor's Responsibility for Handling Traffic," the contractor will be required to maintain traffic at all times during the construction.

The contractor will be allowed to delineate an 8-foot working area during the time work is in progress. Equipment must be removed from the travelled way during nonworking hours. Two-way traffic must be maintained throughout the project except during the moving of staging and similar operations. The contractor will be permitted to reduce the traffic to one-way for short periods of time.

The signs, cones and flashers as indicated on TED Drawing No. S-612, bound herewith, shall be included as a part of the minimum requirements which must be met by the contractor in handling of traffic through the various stages of work under the contract.

RECEIVED
FEB 25 1970

FOR FILING

4-4219
7339

February 25, 1970

Klaas Brothers, Inc.
2012 Hyperion Avenue
Los Angeles, California 90027

Gentlemen:

The State Highway Commission on February 24, 1970, awarded to you State Highway Contract No. 7339 for cleaning and painting of the structural steel on approach spans of the Astoria Bridge on the Oregon Coast Highway in Clatsop County.

This award was based on your bid of $208,000.00 which was the low bid submitted to the Commission on February 19, 1970, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

bc: Frank Morgan
D. J. Barbee
William Geibel (SAIF)
L. D. Marchant
R. D. Asburry
Loren Weber

RECEIVED
AUG 12 1969
FOR FILING

4-4219
7339

August 11, 1969

Mr. Andrew Nesheim
P. O. Box 334
Lynwood, Washington 98036

Dear Mr. Nesheim:

Yours was the only bid received on July 31 for maintenance painting of the Astoria Bridge on the Oregon Coast Highway in Clatsop County.

The Highway Commission on August 8, 1969, considered and rejected your bid of $284, 440 as being too high.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FN:ses

bcc
Frank Morgan
D. J. Barbee
Ivan Merchant
William Geibel (SAIL)
E. S. Hunter
R. D. Asburry

RECEIVED
JUN 16 1969

FOR FILING

4-4219
7339

SP*23011-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1969

SUBJECT: Contract Maint. Painting
Astoria Bridge - Hwy. #9
Bridge No. 7949

To:

Ivan Merchant
Bridge Engineer
BUILDING

Please prepare plans and specifications for early contract painting of the plate girder spans on the Astoria Bridge.

The spans to be painted are spans #12 thru #19 and #160 thru #163.

Estimate:
980 Tons @ 80.00 - $78,400

12-1/2% for engineering is included in the estimate.

E. S. Hunter
Maintenance Engineer

By

G. D. Anderson
State Bridge Superintendent

GDA:hl

cc: Tom Edwards
R. D. Asburry

NOTED
TOM EDWARDS

RECEIVED
JUN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

SU-441(8) Santa Clara Interch. (Belt Line 1970
Rd.) Sec., of FAS 860, N. of Eugene
#7340 (Grad., pav., struct. & signal)

C&A. 3873

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 107589

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	CC 1221		None

Lane County
Board of Commissioners
Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: G. F. Attig, Director of Public Works			
Final Billing: Santa Clara Interchange (Belt Line Road) Section, F S 960. Covered by agreement dated July 8, 1969.			
County Advance Deposit		$816,500.00	
Amount previously transferred		776,500.00	
To be refunded			40,000.00
To be refunded by Highway Fund Warrant			
Amount previously transferred		776,500.00	
County share of construction costs		737,462.73	
		[illegible]	

RECEIVED
COUNTY & CITY SECTION
NOV 11 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $______________
By______________

[redacted]

[redacted]

See Warrant
19868

November 9, 1971

Invoice No. ....

P. O. No. ....

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTME
by

Lane County
Courthouse
Eugene, Oregon 97401

This Space for Use of Accounting Division

Attention: G. K. Attig

Santa Clara Interchange (Belt Line Road) Section, FAS-860

County deposit of their estimated cost	$816,500.00.
Partial transfer of deposit per invoice number 101569 on J/V 72725, 3/23/70.	776,500.00
Actual county share, per attached	707,462.73
Difference to be refunded from State Highway Fund	69,037.27

9999-325 -89

$40,000.00 deposit balance to be
refunded from Advance Deposits
account. See Billing Request # CC-1281.

D B Taylor

Warrent # 19F6F

Totals $ $

RECEIVED
JUN 2 - 1971
FOR FILING

STATE COPY

FORM PR-33C
(REV. 2-69)

OSHD
Region
Wash DC

511-4-11(8)

7340

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

5-28-71

NOTED
A. E. JOHNSON

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE Oregon — REGION NO. 8
SIGNATURE R. H. Hogan	COUNTY Lane
TITLE Construction Engineer	PROJECT NO. SU-441(8)
BUREAU OF PUBLIC ROADS INSPECTION MADE BY P. V. Riedl, Area Engineer	DATE OF INSPECTION 2-23-71
IN COMPANY WITH J. Quiner, Ellis Jones, OSHD; D. Dries, County; L. Rease, Trainee, FHWA	
CONTRACTOR'S NAME Wildish Construction Co.	CONTRACT AMOUNT $ 1,156,474.41

DESCRIPTION OF IMPROVEMENT AS PROGRAMMED

County Road 1.3 mi. west of Eugene 0.55 miles (west)

Grading, Paving, Structure and Signals

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 84 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.857		X281	0.043

RECEIVED
MAY 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

SANTA CLARA INTERCHANGE
(BELT LINE ROAD) SECTION
Grading, Paving, Structure, & Signals

The westerly end of the project is at Sta 100+50 which is approximately 0.4 miles east of the Beltline-River Road Interchange. The easterly end of the project is at Sta 148+00 which is approximately 0.5 miles west of said Interchange. Overall length of project is 0.900 miles.

The contract was awarded to Wildish Construction Company, P. O. Box 1106, Eugene OR 97401 for a contract authorized total amount of $1,156,474.41. The contract was scheduled to be completed within 225 calendar workdays and was completed within the allotted time at a final contract amount of $1,037,540.39 which is an underrun of -10.3%.

The Statement of Overruns and Underruns is located in the Division office files. The State's April 12 materials certificate is attached to the Division office copy of this report.

5-28-71

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P. V. Riedl Original signed by P. V. RIEDL		SIGNATURE for R. E. Simpson	
TITLE Area Engineer	DATE	TITLE Division Engineer NOTED TOM EDWARDS	DATE

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

RECEIVED
APR 14 1971
FOR FILING

SU-441(8)

7340

April 13, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On April 5, 1971, we wrote to you concerning release of final payment on Contract No. 7340 awarded to Wildish Construction Company for work on the Santa Clara Interchange (Belt Line Road) Section of FAS 860 in Lane County.

Final payment on this contract is $5,000 and the total contract amount is $939,784.97 including $2,936.33 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Wildish Constr. Co.
P. O. Box 1106
Eugene, Oregon 97401

Frank Morgan
Ivan Merchant
V. E. Hoag
Attn: John Kerr
C. T. Keasey

RECEIVED
APR 5 - 1971
FOR FILING

EU-441(

7340

April 2, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed January 29, 1971 on Contract No. 7340. The contract was with Wildish Construction Company and was for grading, paving, structure and traffic signals on the Santa Clara Interchange (Beltline Road) Section of FAS 360 in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 2, 1971 and that you concur in this procedure at the Commission meeting on May 4, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

SU-441(8)
7340

REPORT NO. 53

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: SANTA CLARA INTERCHANGE (BELT LINE RD.) SECTION	WEEK ENDING: March 13, 1971
		SECTION PREFIX: 520-1041
	HIGHWAY: FAS 860	COUNTY: LANE
NAME OF JOB: SANTA CLARA INTERCHANGE (BELT LINE RD.) SECTION	KIND OF WORK: GRADING, PAVING, STRUCTURE & SIGNALS	
CONTRACTOR: WILDISH CONSTRUCTION COMPANY	CONTRACT NUMBER: 7340	FEDERAL AID PROJECT NUMBER: SU-441(8)
DATE OF CONTRACT: March 9, 1970	DATE WORK STARTED: March 5, 1970	ESTIMATED COMPLETION DATE: October 30, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	calendar SPECIFIED WORK DAYS: 225	calendar WORK DAYS USED: 225
M. H.: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $1,156,474.41	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $1,074,236.33	ENGINEERING AUTHORIZATION: $82,238.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $942,557.67	THIS WEEK 50.00 ENGINEERING COST TO DATE: $94,903.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87.7
ESTIMATED PERCENT UNDERRUN: 12.3%	PERCENT OF AUTHORIZATION: 115.3%	DATE PROJECT WAS COMPLETED: 1-29-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	BIT. BASE	GUARD RAIL	MEDIAN BARRIER
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING		OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.0	1.0	1.0	1.0	1.0
MILES PARTIALLY COMPLETED	1.0	1.0	1.0	1.0	1.0
MILES COMPLETED	1.0		1.0		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	157,000 CY	58,800 ton	11,300 ton	OIL 42 ton	13,100 ton
TOTAL QUANTITIES CORRECTED TO DATE	149,230 CY	47,860 ton	10,874 ton	15 ton	11,939 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	149,230 CY	47,860 ton	10,874 ton	15 ton	11,939 ton
AVERAGE DAILY QUANTITIES	0 CY	0 ton	0 ton	0 ton	0 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 ton	0 ton	0 ton	0 ton
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES) SIGNALS

BRIDGE NO.	9744	RETAINING WALLS	CONCRETE BARRIER		DIV. AVE. RUBY LANE	NW & NE	SW & SE	RIVER AVE SILVER LANE
PERCENT	100%	100%	100%		100%	100%	100%	100%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Cloudy			BEN GIFFORD
SATURDAY				DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Working on semi-final
TUESDAY	Semi-final submitted to Division Office.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

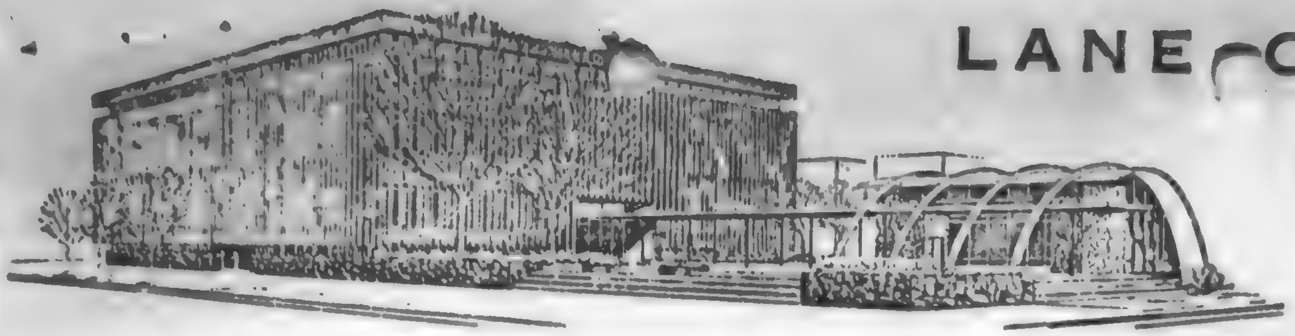
REMARKS

SIGNED Ellis H. Jones LOCATION Eugene, Oregon

Ellis H. Jones, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT [illegible] COPIES.

BP-F210



LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P O Box 2729
Eugene, Oregon 97402
Phone 688-5231

March 5, 1971

Mr. Carroll T. Keasey
Region Engineer
Oregon State Highway Division
1523 S. E. Cobb Street
Roseburg, Oregon 97470

Dear Sir:

Lane County, in conjunction with the Oregon State Highway Division forces, made a final inspection of the River Road-Belt Line contract; please be advised that the project is accepted and complete.

Very truly yours,

Gerald K. Attig

Gerald K. Attig, Director
Department of Public Works

bls

ROSEBURG DIVISION
RECEIVED
MAR - 8 1971

RECEIVED
COUNTY & CITY SECTION
MAR 9 1971
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Gerald K. Attig, Director
Al. Driver, Assistant Director
Luther Freeman, Principal Engineer
Francis Waggoner, County Surveyor
Harold Williams, Office Manager

Wallace Whiteley, Maintenance Supt.
Orville Rice, Operations Supt.
Paul Beistel, Parks & Recreation
George Griffin, Subdivision Eng.

Ole Halderson, Bridge Supt.
John Clay, Specifications & Permits
Clair Williams, Weighmaster
Wes Rimel, Right of Way

RECEIVED
SEP 1 - 1970

OREGON STATE
HIGHWAY DIVISION

SU-441(8)
7340

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone ~~364-2171~~ 378-4508

Wildish Construction Company
P.O. Box 1106
Eugene, Oregon 97401

August 28, 1970

Attn: Mr. Richard E. Wildish

Re: EEO Compliance Review
Santa Clara Interchange
Federal Aid Proj. SU-441(8)
Contract No. 7340

Gentlemen:

Reference is made to the EEO compliance review conducted at your Springfield office on August 25, 1970. The Oregon Highway Division finds your Company in compliance with the EEO special provisions on the subject contract. Your Company's positive affirmative action concerning EEO is highly commendable.

Thank you for your cooperation in this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
EEO Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
C. T. Keasey
Ellis Jones
James Chaney

RECEIVED
AUG 3 1970
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

SU-441(8)
7340

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone ~~364-2171~~ XXXXXX 378-4508

Wildish Construction Company
P.O. Box 1106
Eugene, Oregon 97401

July 30, 1970

Attn: Mr. Richard E. Wildish

Re: EEO Compliance Review
Santa Clara Interchange
Federal Aid Proj. SU-441(8)
Contract No. 7340

Gentlemen:

To confirm our phone conversation, the Oregon State Higiway Division and the Bureau of Public Roads will conduct a compliance review of your Company with regard to equal employment opportunity. The date is August 25 at 1:30 P.M. in your office at 3600 County Farm Road.

You and other company officials who are involved with the company's equal employment opportunity policies will be expected to attend. The review will be conducted by D. E. Swan, EEO Engineer, Oregon State Highway Division and a representative from the Bureau of Public Roads. Other representatives from the State and Federal agencies may attend.

Attached are outline forms which will be used in evaluating your program. You should fill in the information on these forms in advance of the compliance review and provide copies of the various exhibits indicated.

We will try to evaluate your affirmative action efforts concerning EEO, including such items as recruitment training programs, contacts with minority groups, EEO meetings and records.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
A. E. JOHNSON

By D E Swan
D. E. Swan
EEO Engineer

DES:fr
Attachment

bc: R. E. Simpson
A. E. Johnson
C. T. Keasey
Ellis Jones

RECEIVED
JUL 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form Approved; Budget Bureau No. 04-R2089.1

MONTHLY TRANSACTION NO. 3-49	FORM R-2 (REV. 5-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 3-26-70	COUNTY Lane
		PROJECT NO. SU-441(8)

The State through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Santa Clara Interchange (Belt Line Rd.) Section of FAS 860

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-21-69	0.900
OTHER *(Specify)*		

FUNDS Pro rata 63.54%

ESTIMATED TOTAL COST OF PROJECT $ 1,153,662	FEDERAL FUNDS $ 255,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer MAR 20 1970

EXISTING STOCKS OF PR-2 (REV. 3-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. SU-441(8)

SANTA CLARA INTERCHANGE (BELT LINE RD.) SECTION
OF FAS 860 IN LANE COUNTY
SALEM, OREGON, MARCH 10, 1970

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. L^4 100+50 to Sta. L^4 148+00)(Contract No. 7340)

Temporary Protection and Direction of Traffic	All	Required		$ 15,628.00
Clearing and Grubbing	All	Required		11,700.00
Removal of Pavement	2,900	sq.yd.	$ 0.25	725.00
Ditch Excavation, Unclassified	440	cu.yd.	3.00	1,320.00
Embankment in Place	157,000	cu.yd.	1.36	213,520.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Trench Excavation	3,180	cu.yd.	3.50	11,130.00
Watering	100	M-gal.	3.50	350.00
Obliteration of Roadway	3,900	sq.yd.	0.12	468.00
Scarify Old Pavement	16,000	sq.yd.	0.10	1,600.00
3/4" - 0 Material in Base	4,200	ton	2.40	10,080.00
Plant-Mix Stone Base	54,600	ton	2.10	114,660.00
Bituminous Base Mixture	11,300	ton	4.50	50,850.00
Asphalt in Bituminous Base Mixture	620	ton	34.00	21,080.00
3/4" - 0 Aggregate in Prime Coat	190	cu.yd.	5.00	950.00
RC-800 Asphalt in Prime Coat	34	ton	45.00	1,530.00
Asphalt in Tack Coat	8	ton	60.00	480.00
Class "B" Asphalt Concrete Mixture	13,100	ton	4.70	61,570.00
Asphalt in Mixture	850	ton	34.00	28,900.00
12-inch Reinforced Conc. Bridge End Panels	390	sq.yd.	20.00	7,800.00
Class "A" Concrete in Wall and Barriers	460	cu.yd.	80.00	36,800.00
Reinforcement in Wall and Barriers	38,000	lb.	0.15	5,700.00
12-inch Culvert Pipe	140	lin.ft.	4.07	569.80
18-inch Culvert Pipe	150	lin.ft.	5.10	765.00
24-inch Culvert Pipe	56	lin.ft.	6.10	341.60
12-inch Sewer Pipe	376	lin.ft.	5.15	1,936.40
18-inch Sewer Pipe	730	lin.ft.	7.39	5,394.70
24-inch Sewer Pipe	900	lin.ft.	9.98	8,982.00
36-inch Sewer Pipe	220	lin.ft.	22.31	4,908.20
42-inch Sewer Pipe	60	lin.ft.	23.38	1,402.80
8-inch Metal Drain Pipe	180	lin.ft.	4.00	720.00

Vertical Alternate Flashing Beacon	2 only	$720.00	$ 1,440.00
Concrete Manholes	5 only	550.00	2,750.00
Concrete Inlets, Type G-1	3 only	130.00	390.00
Concrete Inlets, Type G-2M	3 only	150.00	450.00
Capping Manholes	1 only	50.00	50.00
Concrete Curbs	20 cu.yd.	45.00	900.00
Concrete End Pieces	1 only	180.00	180.00
Extra for A.C. Concrete Approaches	4 only	100.00	400.00
Guide Posts, W-1	33 only	7.25	239.25
Guide Posts, W-2	96 only	7.75	744.00
Guard Rail, Type 1	575 lin.ft.	1.90	1,092.50
Guard Rail, Type 2A	3,350 lin.ft.	3.30	11,055.00
Median Barrier	4,500 lin.ft.	4.65	20,925.00
Guard Rail Terminal Anchors	4 only	195.00	780.00
Extra for Guard Rail Bridge Connection	3 only	125.00	375.00
2-inch Electrical Conduit	160 lin.ft.	3.40	544.00
Traffic Signal Installation, Complete	All Required		40,689.00
			$714,865.25
Flagging (60% of Contractor's Cost)	All Required		$ 20,000.00
Temporary Fill Slope Restrainer	All Required		2,500.00
			$ 22,500.00
	Subtotal		$737,365.25
	Engr. & Cont.		92,170.75
	Total		$829,536.00

Type Code X281
Bridge No. 9744 (Sta. L^4 120+25.50 to Sta. L^4 122+50.50)(Contract No. 7340)

Shoring, Cribbing, Etc.	All Required		$ 3,000.00
Structural Excavation	1,300 cu.yd.	$ 5.00	6,500.00
Structural Excavation Below Elevation Shown	120 cu.yd.	5.00	600.00
Furnish 10 BP 42 Steel Piling	4,310 lin.ft.	4.00	17,240.00
Drive Steel Piles	130 only	60.00	7,800.00
Splice Piles	30 only	20.00	600.00
Class "A" Concrete (1,570 cu.yd.)	All Required		120,000.00
140'/145' Bulb Tee Prestressed Beam	19 only	4,200.00	79,800.00
Reinforcement (292,000 lb.)	All Required		44,000.00
Two Tube Metal Railing	448 lin.ft.	14.00	6,272.00
Preparation of Slopes	230 sq.yd.	2.00	460.00
Slope Paving	230 sq.yd.	8.00	1,840.00

Subtotal	$288,112.00
Engr. & Cont.	36,014.00
Total	$324,126.00

Length of Roadway - - - - - - - - -	0.857 Mile
Length of Structure - - - - - - - -	0.043 Mile
Total Length of Project - - - - -	0.900 Mile
Cost of Roadway Per Mile- - - - -	$967,953.32

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 829,536.00	$183,000.00	$61,000.00	$585,536.00
Structure	324,126.00	72,000.00	24,000.00	228,126.00
Totals	$1,153,662.00	$255,000.00	$85,000.00	$813,662.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix: 520-1041

SANTA CLARA INTERCHANGE (BELT LINE RD.) SECTION

FEDERAL-AID PROJECT NO. SU-441(8)

NONPARTICIPATING - STATE WORK

Traffic Signal Work by State Forces All Required $2,500.00

[illegible] AR 25 1970

SU-441(8)
7340

ORDER STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 20, 1970

To: Ellis Jones
Resident Br. Engineer

SUBJECT: Traffic Handling for
Prestressed Beam Installation
Santa Clara Interchange Section
Beltline Road and River Road
Contract No. 7340
Lane County

Attached hereto is a report from Glen L. Clark, Division Traffic Engineer, regarding the ramifications of stopping River Road traffic during the placement of prestressed concrete beams. As indicated by this report, it is his recommendation that the beams be placed between the hours of 1:00 A.M. and 6:00 A.M. During this period of time, traffic on River Road could be stopped for half hour periods. In lieu of this method of erecting the prestressed beams, the contractor will be allowed to erect during daylight hours if he uses a launching truss for placing the prestressed beams. It is understood that this method would allow River Road traffic to move freely during the beam placement.

You may advise your contractor of this project that these methods of beam erection will be allowed.

John Quiner II
JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.
cc F. B. Crandall
Victor D. Wolfe
I. D. Merchant
F. D. Morgan
Dale Allen
Glen Clark

NOTED
VICTOR D. WOLFE

NOTED
TOM EDWA

RECEIVED
MAR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Victor D. Wolfe

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 18, 1970

SUBJECT: Ramifications of Stopping River Road Traffic for Prestressed Beam Installation
Junction City-Eugene Highway
Santa Clara Interchange Section
Contract No. 7340

To: C. T. Keasey
Division Engineer
OFFICE

At a preconstruction meeting at Wildish' office March 3, 1970, after a discussion on how to handle beam installation and how to handle traffic, I promised to determine the best time of day to halt traffic or submit a detour plan if we could not stop traffic.

Lane County was asked to count traffic by direction and by hours on River Road just north of Beltline Road. The results of these counts are attached.

River Road must be considered a two-lane, two-way facility for the purpose of this study. The southbound traffic is very heavy from 7:00 A.M. to 8:00 P.M. being in excess of 500 vehicles per hour each hour and over 800 vehicles per hour from 7:00 A.M. to 9:00 A.M. To translate this to delay, assume the shortest practical time it will take to install a single beam of 30 minutes. Traffic would be backed up north of the flagging operation a distance of 2.34 miles if the stoppage occurred between 7:00 and 8:00 A.M. The least distance during the period 7:00 A.M. to 8:00 P.M. would be 1.28 miles between 1:00 and 2:00 P.M. To release this number of vehicles into the 8 phase traffic signal would take 30 to 45 minutes under ideal conditions to recover from such a back log. It is impractical, therefore, to consider beam installation during daylight hours.

A similar calculation for the "wee" hours of the morning shows no such problem. From 1:00 A.M. to 6:00 A.M. half hour delays would back up only 35 vehicles in one direction. With good advance notice and suitable publicity, no real problem would be experienced. Alternate routes could be found as detours for those "trapped" each time a beam was to be raised.

APPROVED
ASST. DIV. ENGR.

It is, therefore, recommended that the contractor be notified that his 19 beams must be installed between 1:00 A.M. and 6:00 A.M. during good weather conditions, with adequate lighting and flagging. Also that the Resident Engineer and the county prepare suitable news releases to be released by our Salem office through normal channels. It would be further suggested that for the few nights that this operation is underway that Lane County Deputy Sheriff be on duty at both flagging operations.

ORIGINAL SIGNED BY GLEN L. CLARK
DIVISION TRAFFIC ENGINEER

GLEN L. CLARK
Division Traffic Engineer

GLC/cw
Attach.
cc F. B. Crandall
Victor D. Wolfe ✓
Dale Allen
Ellis Jones

5-bnd

LANE COUNTY DEPARTMENT OF PUBLIC WORKS

HIGHWAY DIVISION

Sheet No.__________

Counter No.__________

AUTOMATIC RECORDER TRAFFIC COUNTS

__________ Co. Rd. #__________

Location__________

Mile Post__________

Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	TOTAL CARS
Day of Month								
12-1								
1-2								
2-3								
A 3-4								
M 4-5								
5-6								
6-7								
7-8								
8-9								
9-10								
10-11								
11-12								
12-1								
1-2								
2-3								
P 3-4								
M 4-5								
5-6								
6-7								
7-8								
8-9								
9-10								
10-11								
11-12								
Total Hours								
Total Cars								
Aver. 24 Hours								
Correction Factor								
Adjusted Average								

REMARKS: __________

C98-129-13

E. bnd

LANE COUNTY DEPARTMENT OF PUBLIC WORKS

HIGHWAY DIVISION

Sheet No. [illegible]

Counter No. [illegible]

AUTOMATIC RECORDER TRAFFIC COUNTS

Co. Rd. # [illegible]

Location [illegible] River [illegible] ([illegible] bound)

Mile Post

Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	TOTAL CARS
Day of Month								
12-1								
1-2								
2-3								
A 3-4								
M 4-5								
5-6								
6-7								
7-8								
8-9								
9-10								
10-11								
11-12								
12-1								
1-2								
2-3								
P 3-4								
M 4-5								
5-6								
6-7								
7-8								
8-9								
9-10								
10-11			[illegible]					
11-12			[illegible]					
Total Hours								24
Total Cars			[illegible]	[illegible]				[illegible]
Aver. 24 Hours								
Correction Factor								
Adjusted Average								

REMARKS:

C98-129-13

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
March 19, 1970

Mrs. Kenneth Kienzle
Route 7, Box 124
Eugene, Oregon 97405

Dear Mrs. Kienzle:

I have your March 13 letter concerning right-of-way for a county highway project that is planned in your neighborhood.

A check with the Highway Division indicates that this must be an extension of the Belt Line project that surrounds the Eugene area. If so, this is a county endeavor and problems pertaining thereto should be discussed with the Lane County Commission. I do not believe that the Governor's office should interfere with local jurisdictional problems except in cases of emergency, and I am sure you will find the Lane County Commission can offer you any information that is available.

NOTED
DON HARWELL

KIENZLE TO HWY 3/16

March 13,1970

Governmor Tom McCall
State Capitol
Salem,Ore

Dear Governor:

We live in a valley. Though seven miles from Eugene's 80,000 people, it is a farming area for the most part yet. We raise string beans, strawberries, corn and other vegitables and nuts and tree fruits.

Last week the County started to get right-of-ways for a road project which they say will be a freeway with a bridge across both the Willamette and Coast Fork rivers and an interchange in my neighbor's strawberry patch.

We need to fight car exhaust and smog and smoke. The best hope we have is to keep strips of greenways. This wouldn't cost a cent. Our farms pay taxes and they produce food of the highest quality.

This is the river bottom land which is irreplaceable and there isn't any left for these farmers to move to.

I am enclosing two editorials from the Eugene Register Guard. The 'Environment wins over Convenience' and the 'Projection Bind' applies more completely to the river bottom farms than it does even to the estuaries. We can build estuaries and take out roads but we cannot replace this soil.

Please help me get a restudy of all these projects which now threaten to cut up our farms into useless bits of waste land.

Wish I could send you a frozen strawberry. They are the best you ever tasted.

Yours sincerely,

Hazel Seavey Kienzle
Mrs. Kenneth Kienzle
Route 7 Box 124
Eugene, Ore 97405

MAR 16 1970

RECEIVED
MAR 17

NOTED
DON HARWELL

Environment wins over convenience

The highway engineers had a fine idea, for engineers, for cutting in half the distance between Brighton and Manzanita on the Oregon coast. Their new route would bypass the cities of Wheeler and Nehalem and replace what is probably the second worst stretch of the coast highway.

But they ran into a buzz saw when they revealed their plan. It would have involved rock fill in the estuary at Nehalem Bay, a body of water that is becoming increasingly popular with fishermen. Local residents protested. So did State Treasurer Robert Straub, who sought to wrap the plan around the neck of Governor Tom McCall. But when McCall heard about it, he took the highway engineers to the woodshed, thus depriving Mr. Straub of a stalking point.

In a strongly worded executive order, the governor banned any construction that would change the natural environment. Specifically mentioned were estuaries and sandspits.

For a day or so it seemed as if the state might undergo a replay of the 1968 battle over the Nestucca sandspit. The governor backed the highway department's plan for a road along the spit; Mr. Straub urged a road on higher ground. Mr. Straub won.

That Nestucca controversy involved the only piece of the coast highway that is worse than the road by Nehalem Bay. Both are twisting, dangerous, frustrating, and not particularly scenic.

The cases differ in that an acceptable alternate route is available in the Nestucca area. Engineers say, however, that no alternative route, except the one they want, is available along Nehalem Bay. To put the road on higher ground, as they can do at Nestucca, would be risky, they say, because that ground is unstable and subject to slides. And, considering the problem with slides near Neskowin this year, one wonders if even the Nestucca area is stable enough for roads along the foothills.

When one puts the natural environment first—as is proper in this case—then something else has to give. What must give is the convenience of the motoring public. Yet, the motoring public deserves better highways than it has along those two stretches.

The least the engineers can do now is to try to improve the present route of Highway 101 from north of Rockaway to Manzanita. In some cases, but not in all, the highway could be widened and straightened. That ridiculous old bridge leading into the city of Nehalem could be replaced. This would not cut the mileage, but it would increase the comfort and safety of the stretch.

This is a part of the Oregon coast that was almost forgotten for a number of years. It was one of the first stretches of the beach to build for tourists. Then, as the old buildings fell into disrepair, the business went south to the "miracle miles" beaches or north to Cannon Beach and Seaside. This is a beautiful stretch of beach, though, and now business is starting to come back. At least two fine new motels are now at Rockaway. More will come. The problem will be in getting to them.

* * * * *

The projection bind

Perhaps the most useful thing have come out of the debate ove environmental issues so far is the de frocking of statistical projections.

For many years the country ha followed reasoning in which projections are accepted as factual premises tha dictate inevitable conclusions. Because we will have X zillion more cars in 1 years, we must build Y zillion more miles of freeway; because we will have more drinkers, we will need more beer cans, and on and on.

The basic projection of all relates to population. Those still trapped in the projection bind are wont to say today that because the United States will have 100 million more people by the year 2,000 it must have so many more houses, cars, schools, power plants and the like.

But many have begun to realize that a projection is not a fact, it is merely a prediction. It is a prediction based upon behavior in the past that can be changed in the future. It is a matter subject to human control.

This realization has led to awareness that there is an alternative to getting and producing all the things that would be necessary to accommodate 100 million more people: Don't have 100 million more people.

Guard Mon. Mar. 9.

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 101569

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-13-70	CC 1212		520-1041-297

Lane County
Courthouse
Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: G. K. Attig, Director of Public Works			
Advance Deposit			$16,500.00
Partial transfer of the advance deposit for the Santa Clara Interchange Section of Belt Line Road, FAS 860. Covered by agreement dated July [illegible], 1969.			776,500.00
To be retained			40,000.00

RECEIVED
MAR 16 1970
ENGINEER
COUNTY & CITY DIVISION

cc 1281

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $..................

By..

NOTED
RICHARD UNREIN

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
DON HARWELL

NOTED
H. S. COX

SALEM, OREGON
March 9, 1970

Santa Clara Interchange
Belt Line Road
FAS 860
Lane County

Mr. Vern Skoog
Controller
BUILDING

Attention: Mr. John Herr

Herewith is Lane County's check (#49345) in the amount of $816,500.00, which is the required amount for the advance deposit for subject project. The contract is now clear for award.

Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt
Attachment

cc: Gerald Attig, Director of Public Works
L. E. Young
Ivan Merchant

RECEIVED BY

DATE 3/9/70

NOTED
[illegible]

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED ✓
DON HARWELL

February 20, 1970

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

Attention: Mr. G. K. Attig
Director of Public Works

Gentlemen:

On February 19, 1970, a satisfactory bid was received from the Wildish Construction Company, Post Office Box 1106, Eugene, Oregon 97401, for the Santa Clara Interchange Section, Belt Line Road, FAS 860. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding the contract:

Bid Items	$1,002,977.25
Flagging	20,000.00
Signal Work by State Forces	2,500.00
Temp. Fill Slope Restrainer	2,500.00
Engineering and contingencies (12½ %)	128,497.16
Total Estimate	$1,156,474.41

Advance deposit will be:

Total cost	$1,156,474.41
Less County's remaining Federal Allocation	-255,000.00
Less State participation	- 85,000.00
County's Advance Deposit	$ 816,474.41
Or Say----$816,500.00	

Please make this advance deposit in the amount of $816,500.00 payable by check or warrant to the Oregon State Highway Commission and forward the same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

HR
By: Harold Reynoldson
Planning Engineer

HR:ljt

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
P. B. [illegible]

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
APR 14 1970

FOR FILING

SU-441(8)

7340

C

March 9, 1970

Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on February 24, 1970, accepted your proposal for grading, paving, structure and signals on the Santa Clara Interchange (Belt Line Road) Section of FAS 860 in Lane County for the sum of $1,002,977.25 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Lane County was received and the sum of $816,500.00 was deposited by the County.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7340.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 20, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
C. T. Keasey
Ellis Jones

NOTED
H. S. COX

MEMO TO FILES
1/28/70

Re: Santa Clara Interchange
Belt Line Road
FAS 860
Lane County

In the interest of economy, Lane County wishes to have the existing signal control cabinet rewired and used with the new signals at this interchange. Because of time, it has been determined that it will be in the public's interest that this wiring be done by State forces (approximately $2,500). By having the State do the rewiring and by temporarily replacing this cabinet with another for three or four months during construction of the project, this same cabinet can again be ready for use when this section is opened to traffic. To send this cabinet back to the factory for rewiring would require a much longer time, and so would limit the use of the new signals during this added time.

If this is not acceptable for Federal participation, the Federal funds can readily be transferred to another item since the FAS funds represent but 20 to 25 per cent of the cost of the total project.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

cc: L. E. George
C. G. Swenson
R. N. Chase
Paul Riedl, B.P.R.

NOTED
R. H. PRANGE

NOTED
R. B. [illegible]

NOTED
HAROLD
REYNOLDSON

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
[illegible]

[illegible]

RECEIVED
FEB 6 - 1970
FOR FILING

SU-441(8)
7340

CONTRACTS and
AGREEMENTS No. 3873

January 27, 1970

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon 97401

Attention: Ina S. Randolph
Director, Records & Election

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Santa Clara Interchange Section of Belt Line Road, FAS 860.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fcm
Attachment

cc H. S. Cox
(conformed agreement attached)

Oregon State Highway Commission
State Highway Building
Salem, Oregon

12-29-69

RECEIVED
JAN 8 1970
ENGINEER
COUNTY & CITY DIVISION

Attention: County and City Division

SUBJECT: Federal Aid Project No. ______

Highway No. FAS 860

Project Name River Road (Santa Clara) Interchange Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☐ There has been no displacement of persons from residences, farms, or businesses; or

☒ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Eugene, Oregon, this 29th day of December, 1969.

Lane County

Chairman

Commissioner

Commissioner

Copy to:- John Oaks
C.T. Keasey
R.N. Chase
C G Swenson

NOTED
HAROLD REYNOLDSON

(11/29/66)

NOTED
DON HARWELL

11-25-69

MEMO TO FILES

Re: River Road (Santa Clara) Overcrossing Section
FAS 860
Lane County

This day, November 25, 1969, Mr. G. K. Attig informed me that the signals on this project were to be included in the contract.

He also requested that Division Street, which is in the N. E. quadrant of this interchange, be kept in use until July 1. This will give time to reconstruct the street in a new location.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County & City Division

HR:ljt
11/25/69

cc: D. J. Barbee
L. E. George
C. G. Swenson
Frank Terpin

NOTED
HAROLD
REYNOLDSON

NOTED
H. S. COX

NOTED
MAINOR C. HOLMES

NOTED
P. B. [illegible]

NOTED
R. H. [illegible]

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

[illegible]
NOV 17 1969
FOR FILING

SU-441(8)
7340

REFERRED TO
Admin
BY SECRETARY

2495 River Road
Eugene, Oregon

November 10, 1969

Klaboe

Lane County Planning Commission
Lane County Courthouse
Eugene, Oregon

Re: Lake, Millhollen & Dart
Rezoning Request
Beltline & Silver Lane

Gentlemen:

Although the Santa Clara Citizens Committee has not been involved with any zoning requests south of Belt Line Road, we wish to express our concern with this particular request in that it relates to the traffic problem now existing in our community. The property under consideration for rezoning may be required for future expansion of the Belt Line Interchange.

[illegible]

The adequacy of the "diamond" interchange proposed by Lane County has been questioned by the traffic engineering division of the Oregon State Highway Department. The suggested loop-ramp necessary to maintain a satisfactory flow of traffic at the interchange was not approved, it has been stated, because "it was beyond the means of Lane County at this time".

A public hearing has never been conducted on this interchange so the views of the people directly affected by its design have never been heard.

It is our belief that before a decision is made concerning the rezoning of this property it would be in the public interest for Lane County to fully inform the general public as to the exact design of the interchange, including all information contained in the State Highway Department report relating to what level of service can be expected of the proposed "diamond" interchange.

Full public disclosure of all government decisions and the reasoning behind these decisions is important if we are to expect our public officials to retain the confidence and support of the citizens of our community.

RECEIVED
NOV 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

11-17-69

REFERRED TO
Baker - Crandall
BY ASST. STATE HWY. ENGR.

Very truly yours,

John L. Fluent

John L. Fluent, Chairman
Santa Clara Citizens Committee

NOTED
F. B. KLABOE

NOTED
FLOYD QUERY

cc: Mr. Floyd Query, Secretary
Oregon State Highway Department
Salem, Oregon

RECEIVED
NOV 13 1969
OREGON
STATE HIGHWAY COMMISSION

Trans. Nos. 10-33, 10-34

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 10/21/69
BY (Signature): Mr. Young's September 23, 1969 letter
TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE II ITEM NOS. 1013 THRU 1014

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
1013	SU-441(8)	0.55	$800,000	$255,000	Santa Clara Interchange (Belt Line Rd.)	Gr. - Dr. - H T Pave - Str.
1014	S-571(1)	0.03	90,000	57,100	South Yamhill River (Grande Ronde)	Str.

RECEIVED
OCT 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

On Item 1014 - S 571(1), South Yamhill River Section, the minor deviations in bridge width are approved as a Secondary Road Plan design exception.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved June 24, 1968, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
OCT 24 1969

SU-441(8)
7340

RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	10/21/69	R. E. Simpson, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

10-21-69

GPO 927-954

October 1, 1969

Mr. Ted Dec
U. S. Dept. of Transportation
Federal Highway Administration
Room 412 Mohawk Building
222 S. W. Morrison Street
Portland, Oregon 97204

Dear Mr. Dec:

At the request of the Lane County Commissioners, the Central Lane Planning Council formally reviewed the county's interchange project at North Belt Line Road and River Road at its September 30 meeting.

The Council unanimously adopted the staff findings and recommendations as follows:

> The construction of an interchange at Belt Line Road and River Road is of metropolitan significance. The location is in accordance with the comprehensive transportation plan, and it will contribute to the realization of the plan.
>
> It is recommended that:
>
> 1. The development of a traffic interchange be approved.
>
> 2. Lane County, before proceeding, carefully weigh the recommendations of the Traffic Division of the State Highway Department and also weigh its program of priorities on highway construction to be fully satisfied that a decision based on an immediate economic condition is compatible with long-range needs and economies.
>
> 3. An effort be made to secure control of the frontage on the east side of River Road between Belt Line Road and the relocated Division

NOTED
R. H. PRANGE

Avenue, in order to promote efficiency in traffic movement and public safety in this potentially congested area.

(Staff report prepared by Howard W. Buford, Director of Planning, Central Lane Planning Council, with copy of letter from Robert E. Royer attached)

Very truly yours,

Lawrence A. Rice
Executive Secretary
Central Lane Planning Council

306-m
cc-Tom Edwards, Department of Transportation, State of Oregon
-Robert E. Royer, Department of Transportation, State of Oregon
-Frank Elliott, Chairman, Lane County Board of Commissioners
-Jerry Attig, Director, Lane County Department of Public Works

REVIEW OF LANE COUNTY ROAD PROJECT INTERCHANGE AT NORTH BELT LINE ROAD AND RIVER ROAD

General Statement

Traffic volume and conflicts of movements at the on-grade crossing of River Road and Belt Line Road have generated the need for a traffic separation. The interchange proposed is a "diamond" design with Belt Line Road passing over River Road. The plan will provide for free-flowing traffic on Belt Line Road, but requires signalization of River Road to provide access to and left turns from River Road.

To accomplish the interchange, Lane County proposes to shift Belt Line Road to the north; relocate the west 1500 feet of Division Avenue to provide a connection to River Road in alignment with Ruby Avenue; utilize the present alignment of Belt Line Road as the on- and off-ramps to and from River Road for the southern legs of the "diamond;" and relocate the northern two legs of the "diamond." The western stub of the by-passed Division Avenue will remain for a distance of approximately 700 feet to maintain access for existing houses.

The adequacy of a "diamond" interchange was questioned by the traffic engineering division of the Oregon State Highway Department (see copy of letter attached). The state report indicated that the E-SATS projected the traffic increase at Belt Line and River Road as being too great to be efficiently handled by a "diamond" interchange within a period of ten years or less. Using the 1969 traffic volumes, the state predicted that the proposed interchange would rate a Class "C" level of service upon its opening, and would deteriorate to a Class "D" level of service or lower within five to ten years. Critical capacity conditions will result by 1989 even if a new highway is built north from Belt Line Road along the west bank of the Willamette River. If the new road is not built (Route 2 E-SATS Interim Report) an additional 8,000 cars must be handled through the "diamond" interchange.

A "D" level of service is defined as: a facility approaching unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low; but conditions can be tolerated for short periods of time. The primary concern is that with even two lanes to accommodate movements from north to east, the traffic backup due to signalization is likely to cause blockage of intersections north of the underpass.

The state proposes that this most critical movement be accomplished by a clover-leaf in the southwest quadrant of the intersection. According to the Lane County Department of Public Works, the cost of accommodating this movement would be between $300,000 and $400,000. On the basis of a statement from Public Works to the effect that the additional cost would be beyond the means of the county at this time, the State Highway Department indicated approval.

The land use around the interchange is a matter of concern. Unconfirmed reports indicate that an effort will be made to consolidate most of the properties in the northeast quadrant between Belt Line Road and the relocated Division Avenue for the purpose of creating another shopping center. If this is done, there will be an effort to obtain commercial access from River Road as well as the relocated Division Avenue. If this is not accomplished and if consolidation of properties does not occur, a strip of land midway between Belt Line Road and the newly located Division Avenue will have River Road as its primary access. This frontage on River Road is immediately north of the off-ramp from Belt Line Road. The heavy movement of traffic at this interchange will be from east to north. Access to and from the property in question would be in conflict with the heavy east-to-north movement. An effort should be made to exchange the frontage on River Road for frontage on the relocated Division Avenue and/or access to the by-passed Division Avenue stub that will remain in part. Even if the properties are consolidated and if a shopping facility is created, it would be in the public interest to limit access to the relocated Division Avenue.

The southeast quadrant also presents some future problems of land use. A relocated on-ramp from River Road east poses the question as to the use of the land now in public right of way lying southerly from the future on-ramp. Pressures frequently develop to sell such lands for further commercial development which (if allowed) will create further congestion at a critical point and destroy flexibility that may be necessary to modify or increase the capacity of an interchange.

Conclusions and Recommendations

The construction of an interchange at Belt Line Road and River Road is of metropolitan significance. The location is in accordance with the comprehensive transportation plan, and it will contribute to the realization of the plan.

It is recommended that:

1. The development of a traffic interchange be approved.

2. Lane County, before proceeding, carefully weigh the recommendations of the Traffic Division of the State Highway Department and also weigh its program of priorities on highway construction to be fully satisfied that a decision based on an immediate economic condition is compatible with long-range needs and economies.

3. An effort be made to secure control of the frontage on the east side of River Road between Belt Line Road and the relocated Division Avenue, in order to promote efficiency in traffic movement and public safety in this potentially congested area.

Howard W. Buford
Director of Planning
Central Lane Planning Council

9/30/69

COPY

EUGENE-SPRINGFIELD AREA TRANSPORTATION STUDY
ADMINISTRATION POLICY COMMITTEE
Eugene, Oregon

August 21, 1969

Mr. Larry Rice
Central Lane Planning Council
1643 Oak Street
Eugene, Oregon 97401

Dear Larry:

Your letter of August 15 requested information concerning the Beltline Road-River Road interchange which may be submitted to you by Lane County for a Section 204 review. I offer the following comments for your use.

The analysis that was carried out was for a diamond-type interchange design which was proposed by Lane County. The critical intersection from a capacity standpoint is the one on the south side of the interchange. The following table shows the traffic volumes that can be expected on this interchange for 1969 and for 1989. The growth for each traffic movement is also indicated in the table.

Traffic Movement	1969	1989	Growth
North to South	7,800	7,800	1.00
North to East	3,600	6,400	1.78
West to North	800	2,400	3.00
West to South	800	800	1.00
South to North	6,000	6,500	1.08
South to East	2,600	2,100	0.81

Some explanation of the relative growth for each of these movements may be in order. The lack of growth for the north-to-south and south-to-north movements can be explained by the existence of Gravel Pit Road in the 1989 plan. If Gravel Pit Road were not provided, the anticipated 8,000 vehicles using Gravel Pit Road would use River Road.

The indication of no growth for the west-to-south movement is brought about by the Northwest Expressway. The reduction in traffic for the south-to-east movement will result from the construction of the Park Avenue Bridge.

The large traffic growth for the west-to-north movement results from the increased residential growth along River Road to the north as well as an increase in industrial development in West Eugene. The high north-to-east growth is brought about in part by the changing traffic patterns caused by the Valley River Shopping Center.

Using these traffic volumes for the southern intersection of the interchange a capacity analysis was carried out. Guidelines suggested in the Highway Capacity Manual, 1965, prepared by the Highway Research Board were used in this analysis. In order to clarify the term "level of service" the following are definitions from the "Highway Capacity Manual."

> Level of Service "C" is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained, with service volumes perhaps suitable for urban design practices.
>
> Level of Service "D" approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods of time.

As a general rule for design purposes, level of service "C" is recommended. It is possible, however, to get by with a level of service "D" condition, if necessary.

The first step in the capacity analysis was based on a diamond interchange using 1969 traffic volumes. This analysis indicated that upon opening the new interchange level of service "C" could be expected. Level of service "D" conditions could be anticipated within five to ten years. It was obvious from this analysis that critical capacity conditions would result from a normally designed diamond interchange under 1989 traffic loads.

An analysis was then conducted utilizing a two-lane left turn refuge for the north-to-east traffic movement. This would also require a two-lane on-ramp with provisions on the freeway for merging into the two lanes on the freeway. The analysis indicated that level of service "D" or worse could be expected under this situation. A condition which may prove to be more serious involves the storage required for the left-turn movement. It is very likely that vehicles stopped to make the north-to-east left turn will back up through the intersection on the northerly side of the interchange. This would be a very undesirable condition.

In order to alleviate the problem created by the north-to-east traffic movement, a loop-ramp which could be used by this traffic was investigated. This loop-ramp in effect removed 6,400 vehicles daily from the critical intersection. The level of service which could be maintained with this type of design is level of service "C."

In order to provide the required space for the loop-ramp it would be necessary to utilize Silver Lane to handle a portion of the interchange traffic. This volume, however, would be relatively light in that it involves only the west-to-south traffic movement.

It should be pointed out that if motorists are not provided an attractive access to Beltline Road, they may be encouraged to use River Road. This would bring about further difficulties along River Road and particularly at the intersection of River Road and Park Avenue where the new county bridge will connect to River Road. It goes without saying that as much traffic as possible should be encouraged to use Beltline Road.

The traffic analysis above took into consideration only the traffic movement expected at this interchange. The additional cost which would be incurred to provide the loop-ramp was not considered. This cost would consist of constructing a wider bridge over River Road and additional right-of-way would have to be purchased. This additional cost would be substantial.

The results of this analysis were presented to Mr. Attig. Mr. Attig pointed out during the meeting with Mr. Edwards that the additional cost which would be incurred to provide a loop-ramp was beyond the means of the county at this time. Mr. Attig and Mr. Edwards concurred that in light of the additional cost, the construction of a two-lane left turn design would be appropriate.

I hope that the above analysis will provide you with the information you require in completing your staff report to the Central Lane Planning Council. If I may be of any further assistance, please do not hesitate to let me know.

Very truly yours,

/S/ Robert E. Royer
Study Director

COPY

RECEIVED
OCT 16 1969
TRAFFIC ENGINEERING

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS
Room 19 / Marion County Courthouse, Salem, Oregon 97301 / Telephone AC 503/581-1574
W. J. KVARSTEN, A.I.P.
DIRECTOR

October 13, 1969

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. Robert E. Royer

Dear Mr. Royer:

I am writing in response to your August 26, 1969, letter requesting a review of the proposed new bridge over the South Yamhill River on Agency Road (FAS 915) in Polk County. The review was conducted by the Council of Governments in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. At its September 17, 1969, meeting the Council endorsed the project.

The Council further suggests, as shown in the attached COG action and information report, that Polk County: (a) consider widening the approaches to the bridge to accomodate two 12' travel lanes with 4' shoulders and, (b) consider reducing the curve to the north of the subject project area.

Attached are maps indicating anticipated future land uses adjacent to the proposed facility.

The Council appreciates the opportunity to make this review. If there are questions regarding the Council action, please let me know.

Very truly yours,

W. J. Kvarsten, Director
Council of Governments

DD/pf

Enclosures

cc: Mr. Clinton Forbes
Mr. Doug Walker
Mr. John Hossick

NOTED
R. L. SCHROEDER

NOTED
L.E. GEORGE

MEMBER AGENCIES:
STATE OF OREGON • MARION COUNTY • POLK COUNTY • YAMHILL COUNTY • CITY OF SALEM • CITY OF DALLAS
CITY OF WOODBURN • CITY OF SILVERTON • CITY OF McMINNVILLE • CITY OF INDEPENDENCE
SCHOOL DISTRICT 24J • MARION COUNTY FIRE DISTRICT NO. 1

NOTED
R. H. PRANGE

COMPREHENSIVE PLANNING COMMITTEE
MID WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS
September 11, 1969

SUBJECT: Proposed construction of a new bridge by the Oregon State Highway Department on Agency Road (FAS 915) over the South Yamhill River in Polk County, (see attached letter, map and project description).

REASON SUBJECT IS BEFORE COG: Section 204 of the Demonstration Cities and Metropolitan Development Act requires that applications for certain federal assistance be submitted to COG for review.

POSSIBLE ACTION BY COG: Review and endorse (wholly or conditionally), or deny.

PRESENTATION OF FACTS:

1. The proposed bridge is located on Agency Road (FAS 915) which connects State Highways 18 and 22 at Grande Ronde.
2. The Preliminary Comprehensive Plan for Polk County designates this road as an arterial.[1]
3. Minimum standards for an arterial specifies two 12' travel lanes to accommodate 5,000 - 6,000 vehicles per day (ADT).
4. The OSHD estimates the 1990 ADT to be 1,565; the improvement proposed is for a 32' clear roadway. (We assume this is to be a 32' wide travel way on the bridge.)
5. The County plans to reconstruct the approaches to provide a 20' oil mat wearing surface with 4' gravel shoulders.
6. There has been little or no growth at Grande Ronde during the past decade, this trend is expected to continue.

RECOMMENDED ACTION: Staff recommends approval of the bridge replacement as proposed and suggests that Polk County consider widening the approaches to the bridge to accommodate two 12' travel lanes with 4' shoulders. Consideration might also be given to improving the curve north of the project area.

---

[1] Mid Willamette Valley Planning Council, A Preliminary Comprehensive Plan for Polk County, (Salem, 1964), p. 46a.

ACTION BY CPC: Approved September 16, 1969.

NOTED
LE GEORGE

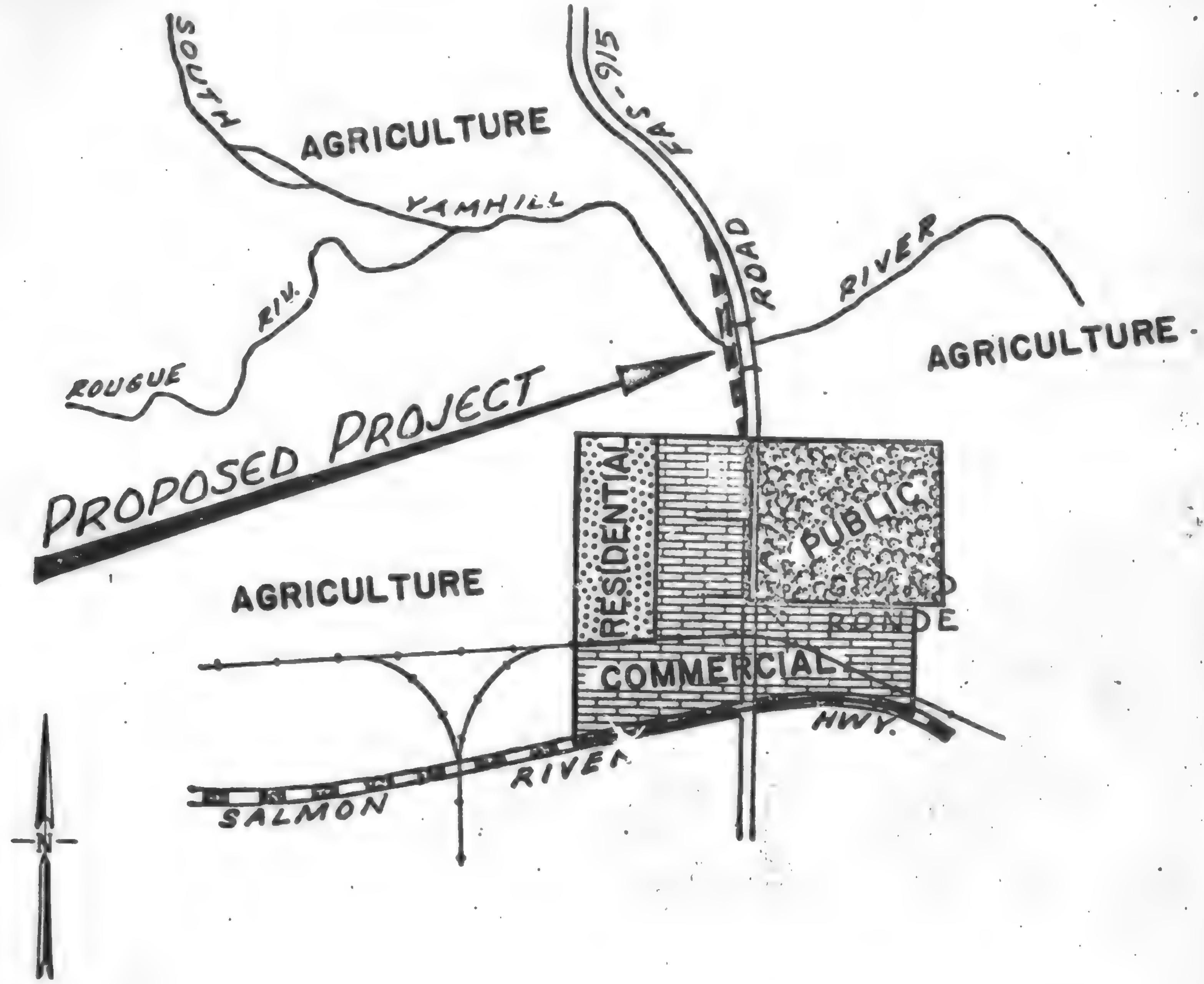
R. David MacDonald, Secretary
Comprehensive Planning Committee

36.

RDM/ca

ACTION BY COG: Approved September 17, 1969.

W. J. Kvarsten, Director
Council of Governments



FUTURE LAND USE*

So. YAMHILL RIVER BRIDGE

AGENCY ROAD

POLK COUNTY

▨ RESIDENTIAL

▨ PUBLIC

▤ COMMERCIAL

☐ AGRICULTURAL

*LAND USE BY MID WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS. OCTOBER, 1969

NOTED
L.E. GEORGE

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Santa Clara Interchange

DATE: 9-24-69

TO: Files re FAS 860, Lane Co.

FROM: R.H. Prange

As a result of a conversation between Adrian Olson and G.K. Attig the subject project has been postponed to the December bid letting.

NOTED
H. S. COX

NOTED
HAROLD
REYNOLDSON

RH Prange
(SIGNATURE)

PLEASE REPLY HERE

NOTED
P. B. [illegible]

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

NOTED
DON HARWELL

1

RECEIVED
OCT 3 - 1969

FOR FILING

SU-441(2)

7340

September 29, 1969

Santa Clara Int. - (Belt Line Rd) Sec.

Mr. R. D. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for four Federal-Aid Secondary Projects, Items 1022 through 1025, which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

It is our intention to receive bids for these projects on October 28, 1969, however, it will be necessary that the obligation balance for the second quarter of fiscal year 1970 be released to the State before your office can authorize these projects. We request that prior to the authorization of these projects, if the obligation balance release is reduced, that the State be contacted as to which of the projects we desire to have authorized.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. N. Young
Program & Planning Engineer

RNC:aw

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) FEDERAL-AID P (PPM
DATE SUBMITTED TO W. O.	

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. 1.3 mi. West of Eugene W. 0.55 mi. 21 65	**ADT**	PRESENT 12,000	FUTURE 17,500 (66) (70)	YEA 8 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr. Dr. High Type Pave, one Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME	
	NAME OF URBAN AREA Eugene 17-31	ROUTE NO. S	FEDERAL-A

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co. Rd. 1.3 mi. W. of Eugene W. 0.55 Mi. [Santa Clara Interchange (Belt Line Road) Section]			
5					**ROW**					
5					**CONST** (CODE)			0.55	800,000	255,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.55	800,000	255,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

.55 mi.	**ADT**	PRESENT 12,000	FUTURE 17,500	YEAR 89	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 1013

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) SU-	NUMBER 441	SEQ. NO. (8)	I Projects Only POST MI. DESIG.

COUNTY NAME Lane	CODE 031	PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. S	FEDERAL-AID 860	STATE Co. Rd.	U.S.

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
f						Gr. Dr. 4-12' lanes A.C. Pave., 10' shldrs., 16' median, and traffic signals. One R.C.D.G. prestressed O'xing length 225' H.C. 88'. ROW - 120' min; Access Control: Partial, Parking Restrictions - None.
ange tion7						
	0.55	800,000	255,000	85,000	460,000 (Co.)	
	0.55	800,000	255,000	85,000	460,000 (Co.)	

REMARKS Note: Structure Code X-281 Estimate Cost $375,000.
The Federal Funds as programmed are a firm commitment.

continued —

SANTA CLARA INTERCHANGE (BELT LINE RD.) SECTION
Project SU-441(8)

EXISTING FACILITIES: Four 12' AC travel lanes, no median, 6' gravel shoulder on left 10' gravel sh
right. There is an at-grade crossing of FAS 219, State secondary highway (River Road) which at pre
lane facility.

ADJACENT SECTIONS:
EAST END: Four 12' AC travel lanes, no median, 6' gravel shoulder on left, and
WEST END: 10' gravel shoulder on right.

PROJECT DATA: Construct a full diamond interchange with a concrete structure on Belt Line Road, FAS
River Road, FAS 219. The structure will be 225' long with a clear roadway of 88', for 4-12' travel
median, and 12' shoulders, no sidewalks. Main span of structure will have bulb "T" prestressed conc
the 2 end spans being prestressed concrete slabs. Bases for light posts and conduit are to be insta
structure. The roadway will be paved full width of 84' and will have 4-12' travel lanes, 16' median
along with speed change lanes and standard width interchange legs. Sight posts and guardrails are t
and the cutbanks rounded. Detouring will be contractor's responsibility. Traffic control signals a
interchange legs with River Road, FAS 219.

RIGHT-OF-WAY: 120' minimum.
ACCESS CONTROL: Yes

RR XING: None
MINIMUM DESIGN STANDARDS: No deviations.

SYSTEM ACTION: Complete
PUBLIC HEARING: Offered, but not requested.

UNUSUAL OR COMPLICATED SITUATIONS: Division Avenue will have to be completed before mainline and ra
can be complete.

ROUTE DATA:

Relocation Assistance -	None
Park & Recreation Areas Affected -	None
Social, Economic and Environmental Effects Considered -	Yes
Location and Design Approval -	9/12/69
Approval By Lane County Central Planning Comm. -	Is being done by County.

SANTA CLARA INTERCHANGE (BELT LINE RD.) SECTION
Project SU-441(8)

Four 12' AC travel lanes, no median, 6' gravel shoulder on left 10' gravel shoulder on
t-grade crossing of FAS 219, State secondary highway (River Road) which at present is single

2' AC travel lanes, no median, 6' gravel shoulder on left, and
ravel shoulder on right.

uct a full diamond interchange with a concrete structure on Belt Line Road, FAS 860, spanning
The structure will be 225' long with a clear roadway of 88', for 4-12' travel lanes, 16'
ders, no sidewalks. Main span of structure will have bulb "T" prestressed concrete beams with
prestressed concrete slabs. Bases for light posts and conduit are to be installed on the
ay will be paved full width of 84' and will have 4-12' travel lanes, 16' median, and 10' shoulders,
e lanes and standard width interchange legs. Sight posts and guardrails are to be installed
ed. Detouring will be contractor's responsibility. Traffic control signals at intersection of
River Road, FAS 219.

inimum.

RDS: No deviations.

te
ed, but not requested.

D SITUATIONS: Division Avenue will have to be completed before mainline and ramp grading

tance -	None
n Areas Affected -	None
and Environmental Effects Considered -	Yes
ign Approval -	9/12/69
County Central Planning Comm. -	Is being done by County.

RECEIVED
SEP 22 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

SU-441([illegible])
7340

September 16, 1969

Mr. Gerald Attig
Director of Public Works
P. O. Box 2729
Eugene, Oregon 97402

Re: Santa Clara Interchange
Junction City-Eugene Highway
Lane County

Dear Mr. Attig:

Enclosed are three prints of an interchange layout on subject section. This is a combination of the job you sent in and the channelization worked up by the Traffic Department. Storage lanes have been added to your off ramps and an additional lane and acceleration facilities have been added to your east bound on ramp.

This is not intended to be considered as an acceptable design but rather, a depiction of what "Traffic" believes is necessary to handle the problem from a lane and storage standpoint. Certainly the west bound off ramp will have to be pulled east to provide room to decelerate between the freeway and the end of the storage lane. The east bound acceleration lane pattern is one suggestion on how to lose a 2 lane on-ramp with an 1800 vph rate without adding a lane to the freeway.

The lines indicated are edge of travel lane, not shoulder. The design as indicated will require additional right of way along River Road in all quadrants except the south east, if the right of way indicated on your plan is current. Presumably additional right of way will be needed for the west bound off ramp when it is pulled back for decelleration room and possibly more right of way will be needed for the east bound on-ramp acceleration lane.

The enclosed prints are stamped "For Study Only" and "Void" for obvious reasons. Please have this design reviewed and get the changes, suggestions, comments, etc. to us.

D. J. Barbee
Design Engineer
By:
a D Olson
A. D. Olson
Preliminary Design Engineer

RECEIVED
SEP 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ADO:ak
Enclosure
cc: F. B. Klaboe ✓
C. T. Keasey

SAFETY: No

MEMO TO R. N. CHASE, September 15, 1969

FAS 860, LANE COUNTY: Santa Clara Interchange (Belt Line Road) Section

TERMINI: This is at the intersection of Belt Line Road, FAS 860, and state secondary highway (River Road) FAS 219. M.P. 5.40

PROPOSED WORK: Structure, grade, drain, base, curb, and pave.

PROJECT LENGTH: Approximately 2900 feet.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	800,000	255,000	85,000	460,000	

EXISTING FACILITIES: Four 12' AC travel lanes, no median, 6' gravel shoulder on left, 10' gravel shoulder on right, ~~then two 9' oiled travel lanes for frontage road~~. There is an at-grade crossing of FAS 219, state secondary highway (River Road), which at present is single lane facility.

NOTED
H. S. C

ADJACENT SECTIONS:
EAST END:) Four 12' AC travel lanes, no median, 6' gravel shoulder on
WEST END:) left, and 10' gravel shoulder on right.

PROJECT DATA: Construct a full diamond interchange with a concrete structure on Belt Line Road, FAS 860, spanning River Road, FAS 219. The structure will be 225' long with a clear roadway of 88', for 4 - 12' travel lanes, 16' median, and 10' shoulders, no sidewalks. Main span of structure will have bulb "T" prestressed concrete beams with the 2 end spans being prestressed concrete slabs. Bases for light posts and conduit are to be installed on the structure. The roadway will be paved full width of 84' and will have 4 - 12' travel lanes, 16' median, and 10' shoulders, along with speed change lanes and standard width interchange legs. Sight posts and guardrails are to be installed and the cutbanks rounded. Detouring will be contractor's responsibility. ~~Any usable timber is to be reserved for owner.~~ Traffic control signals at intersection of interchange legs with River Road, FAS 219.

RIGHT-of-WAY: 120' minimum.
ACCESS CONTROL: Yes

RR XING: None.
MINIMUM DESIGN STANDARDS: No deviations.

SYSTEM ACTION: Completed.
PUBLIC HEARING: Offered, but not requested.

UNUSUAL OR COMPLICATED SITUATIONS: Division Avenue will have to be completed before mainline and ramp grading can be completed.

ROUTE DATA:
RELOCATION ASSISTANCE: No.
PARK & RECREATION AREAS AFFECTED: No.
SOCIAL, ECONOMIC & ENVIRONMENTAL EFFECTS CONSIDERED: Yes.
LOCATION & DESIGN APPROVAL BY ASSIST. HWY. ENGR.: Yes, 9/12/69.
APPROVAL BY LANE COUNTY CENTRAL PLANNING COMM.: Is being done by County.

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

[illegible]

D. [illegible]
L. H. Young
R. N. Chase
Ben Gifford

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1969

SUBJECT: Design Approval, FAS-C Projects

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
OFFICE

RECEIVED
SEP 11 1969
ENGINEER
COUNTY & CITY DIVISION

Design approval is requested for the following FAS-C projects scheduled for the October 23 bid letting:

KLAMATH COUNTY
KID Canal Bridge
Esplanade Street-Fort Klamath Road Section
Klamath Falls-Malin Highway No. 50, FAS 415
Construct a reinforced concrete structure over the U.S.B.R. "A" Canal 120 feet long and varying in width from 60 feet to approximately 87 feet. Remaining highway channelization and roadwork to be constructed under a later contract.
Approved by Highway Commission April 22, 1969.

✓ LANE COUNTY
Santa Clara Interchange Section
Belt Line Road, FAS 860
Construct complete interchange including structure approaches and ramps at the intersection of Belt Line Road and the Junction City-Eugene Secondary Highway No. 223.
Approved by Highway Commission July 8, 1969.

POLK COUNTY
South Yamhill River (Grand Ronde) Bridge
Agency Road, FAS 915
Construct a reinforced concrete bridge 160 feet long and 32 feet wide over the South Yamhill River immediately north of the community of Grand Ronde. County will construct approaches and remove old bridge.
Approved by Highway Commission April 22, 1969.

All documentation for the above listed projects, in compliance with appropriate Bureau of Public Roads' IM's and PPM's, will be on file in this office. Notices are being sent to the appropriate news media that design approval is being considered for these projects, and, after seven days have elapsed, second notices will be published that design approval has been given.

copy to
CO
9-12-69

NOTED
HAROLD REYNOLDSON
✓

NOTED
[illegible] HOLMES

H. S. Cox
County and City Engineer

R H Prange
By: R. H. Prange
Field Engineer

Approved 9-12-69
F B Klaboe
Asst. State Hwy. Engr.

RECEIVED
SEP 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
P. B. [illegible]

NOTED
DON HARWELL

REP:[illegible]

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 5 Pages

Section SANTA CLARA INTERCHANGE Highway F.A.S. 860 (Belt Line Rd.) County Lane Prefix 520-1430

Res. Engr. ______ Approx. Length ____ Miles. Sta. ______ to Sta. ______ Date 8-29-69

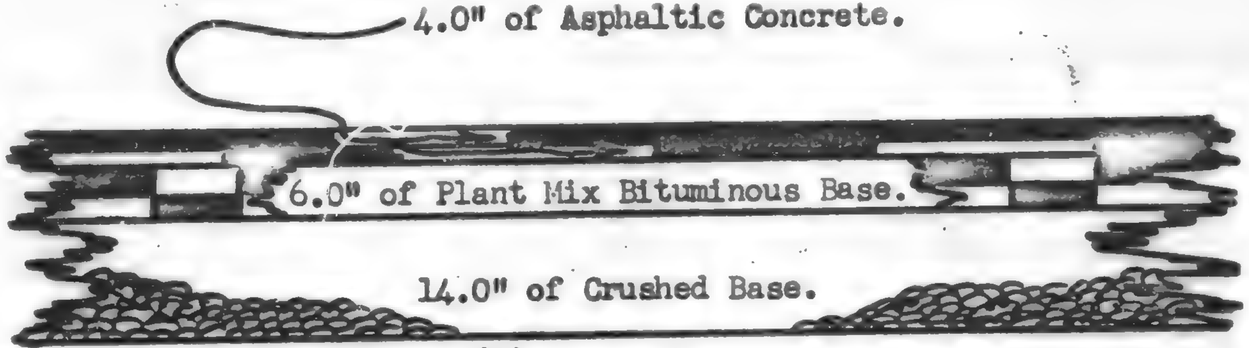
Mean Truck A.D.T. 1261 Traffic Coefficient 10.3 18 kip s.a. per day 549.7.

Annual Precipitation 43"± Frost Penetration - - - - - .

8-29-69

NEW WORK

(1)
Typical Soil
41 LL
15 PI
98 %P 10
83 %P200
2 %Gravel
1 %C Sand
14 %F Sand
55 %Silt
28 %Clay
9 "R" Value


4.0" of Asphaltic Concrete.
6.0" of Plant Mix Bituminous Base.
14.0" of Crushed Base.

(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	11.0	6.0	PMBB
	14.0	14.0	Cr.Base
33.0	33.0	24.0	

AASHO CLASSIFICATION:
A-7-6 (10)

MATERIAL SOURCES:
To be determined
by the Engineer.

RECEIVED
SEP 11 1969
FOR FILING

511-441(8)
7340

See remarks on Page 3.

NOTED
F. B. KLABOE

P. R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City 2

Submitted by E. J. Brigg
for Staff Assistant

Recommended by J. E. Wilson
Act'g Engineer of Materials

Recommended by H. L. Decker
asst Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section SANTA CLARA INTERCHANGE Highway F.A.S. 860 (Belt Line Rd.) County Lane Prefix 520-1430

Res. Engr. ______ Approx. Length ______ Miles. Sta. ______ to Sta. ______ Date 8-29-69.

Mean Truck A.D.T. 1261 Traffic Coefficient 10.3 18 kip s.a. per day 549.7.

Annual Precipitation 43"± Frost Penetration - - - -.

EXISTING ROADWAY
(Where Utilized)

(1)
Typical Soil

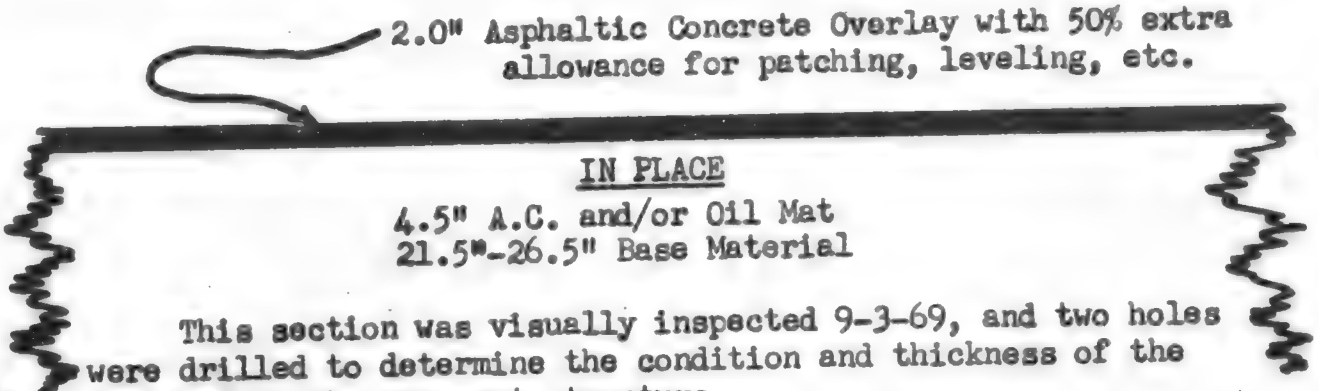
41 LL
15 PI
98 %P 10
83 %P200
2 %Gravel
1 %C Sand
14 %F Sand
55 %Silt
28 %Clay
9 "R" Value

AASHO CLASSIFICATION:

A-7-6 (10)

MATERIAL SOURCES:

To be determined by the Engineer.



2.0" Asphaltic Concrete Overlay with 50% extra allowance for patching, leveling, etc.

IN PLACE

4.5" A.C. and/or Oil Mat
21.5"-26.5" Base Material

This section was visually inspected 9-3-69, and two holes were drilled to determine the condition and thickness of the material in the pavement structure.

Hole #1, Station 137+50, 12' L of CL, WB, showed 2.0" A.C., 2.5" Oil Mat, 26.5" crushed base (fairly clean). Hole #2, Station 138+10, 11' R of CL, EB, 4.5" A.C., 9.5" crushed base, (clean), 12.0" pit run gravel (fairly clean). The A.C. wearing surface showed no cracking, although rutting to 5/16 " was apparent.

For computations purposes 1.0" A.C. = 1.8" Crushed Base
1.0" Base = 0.8" Crushed Base

CBE Total Req.	Credit	Actual Thick.	
	OVERLAY		
	4.0	2.0	Min. AC w/ allowance
	IN PLACE		
	8.0	4.5	AC or Oil
	19.0	24.0	Base
33.0	31.0	31.5	

SECTION: SANTA CLARA INTERCHANGE

HIGHWAY: F.A.S. 860 (Belt Line Rd.)

COUNTY: Lane

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. ~~or~~	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
Interchange Ramps and River Road	4.0"	4.0"	—	12.0"	—	27.0"	20.0"
*Detour	3.0"	—	2.0"	15.0"	—	23.0"	20.0"
7.0 - 8.0	3.5"	—	2.0"	15.0"	—	24.0"	20.5"
6.0 - 7.0	3.0"	—	2.0"	16.0"	—	21.0"	21.0"
4.8 - 6.0	2.0"	—	2.0"	11.5"	—	17.5"	15.5"
Cars Only	2.0"	—	2.0"	7.0"	—	13.0"	11.0"

Remarks:

The material shown as the Typical Soil is from the limits of the Interchange. It is possible the Contractor may select a better material than the Typical Soil; if so, the Resident Engineer should request the material be sampled and tested in order that a reduction in surfacing thickness may be considered.

*Based on Mainline Traffic & in service for approximately 1 year.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications plus Supplementals)
1.0" Lime Treated Subgrade = ___" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: SANTA CLARA INTERCHANGE

HIGHWAY: F.A.S. 860 (Belt Line Rd.)

COUNTY: Lane

17,800 Present ADT (19 69)

6.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	435	1.3	566	501	450	225,450
3	305	1.3	397	351	1000	351,000
4	30	1.3	39	35	1250	43,750
5	324	1.3	421	373	3180	1,186,140
6	1	1.3	1	1	2570	2,570
				1261	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,808,910

TWENTY YEAR EWL 36,178,200

TRAFFIC COEFFICIENT 10.3

Note:

20 year Traffic projection is based upon Transportation Plan developed for ESATS 5th Future Test System.

SECTION: SANTA CLARA INTERCHANGE
HIGHWAY: F.A.S. 860
COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County requested Asphaltic Concrete.
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project. See Items 6 and 12.

20

FAS 860

NOTED
H. S. COX

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 1, 1969

To:

SUBJECT: Belt Line Interchange
Lane County
Bridge No. 9744

MEMO TO THE FILE

In a telephone conversation this morning with Mr. Gerald Attig, Director of Public Works for Lane County, regarding subject project, he had the following comments:

1. He concurred that the structure should be widened to 88 feet to provide the 2 feet for the guard rail setback on each side.

2. He concurred that the structure should span the entire River Road without a bent in the center island.

3. He stated that 3 lanes southbound and 1 lane northbound on River Road would have to be provided for during construction.

4. He questioned the advisability of a poured-in-place structure rather than a precast type of structure due to the heavy volume of traffic on River Road.

RECEIVED
AUG 4 - 1969
ENGINEER
COUNTY & CITY DIVISION

L. L. Wallace

L. L. Wallace
Chief Design Engineer

NOTED
HAROLD
REYNOLDSON

LLW:DH

cc Theo. C. Roake
Harold Reynoldson

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

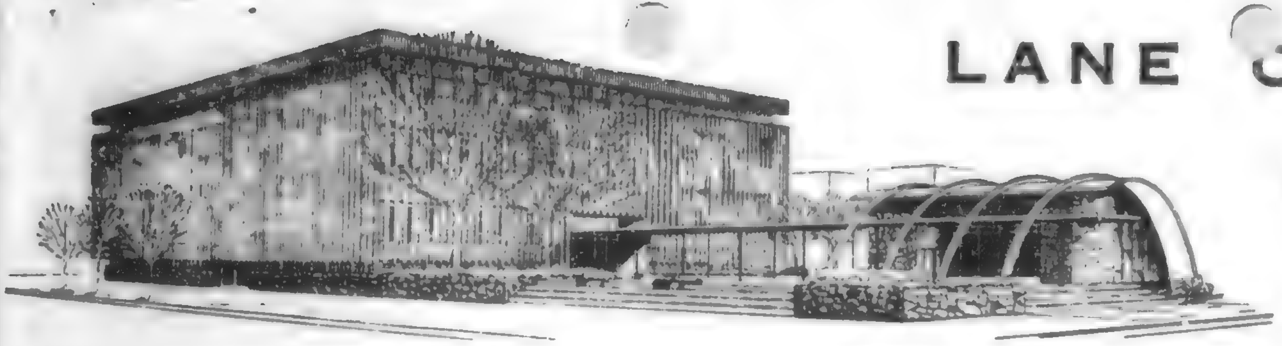
NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL



LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P O Box 2729
Eugene, Oregon 97402
Phone 688-5231

July 29, 1969

RECEIVED
AUG 20 1969
ENGINEER
COUNTY & CITY DIVISION

State of Oregon
State Highway Department
Highway Building
Salem, Oregon 97310

Attn: Hal-Bob

Re: Beltline - River Road Interchange

Gentlemen:

Enclosed under separate cover, please find a set of "Advance" plan and profile mylars and cover sheet for the proposed grading, basing, and paving of mainline approaches, speed change lanes incorporated in the Beltline - River Road interchange construction project and any and/all other items attendant thereto. Also enclosed is another FAS-C request form relative to this project.

The following items and subject remarks have helped form the designs detailed on the construction plans enclosed and should be mentioned in any specifications and/or special provisions written covering this planned construction project.

1) Clearing and Grubbing shall include but not necessarily be limited to the cutting and removal of all trees and shrubs lying within the clearing limits shown herein. If any merchantable timber is encountered, all such timber shall be cut in standard log lengths and stockpiled on owners property adjacent to the construction site. All cut timber will be likewise stockpiled on owners property. In all excavation areas and as otherwise directed by Engineer, grubbing will be performed and all organic and deleterious material disposed of at Contractors site, subject to overall approval of Engineer. Removal of all existing drainage pipes, catch basins, inlets, manholes, and/or other structures not to be retained in place shall be performed as part of this item and no separate or additional compensation allowed.

2) Pavement obliteration is at the locations shown or as otherwise directed by the Engineer and as per quantity listed herein. In embankment areas, we have scheduled obliteration of old roadway where the embankment over said roadway becomes less than 2' when measured normal to said surface. All work should be particularly subject to 109-3.1 of OSHD Specifications because of the large volume of traffic common to this construction area.

NOTED
HAROLD
REYNOLDSON

Gerald K Attig, Director
John M Clay, Assistant to the Director
Luther Freeman, Principal Engineer
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt.
Orville Rice, Construction Supt
George Griffin, Subdivision Engineer
Ole Halderson, Bridge Superintendent
Francis Waggoner, County Surveyor

NOTED
DON HARWELL

3) Ditch excavation is as per typical section and at locations and limits exhibited on the plans.

4) Trench excavation is applicable to drainage pipe installations, limits of which was figured to be 1 foot outside the vertical plane of the pipe and one foot above in fill areas, and to subgrade in excavation areas. The excavation is not classified as to type and is expected to be soil common to the area.

5) All crushed aggregate base courses quantities are as per typical sections shown. If field tests indicate a different base depth to be used, appropriate adjustments in quantities should be made. Keep in mind that any embankment will probably be imported bar run, hence this will be a factor in any C.R.E. Calculations. Base rock material is per ton, in place and furnished by the Contractor from a site of his choosing. Please note quantity calculation sheet included in job file data also enclosed.

6) Sprinkling is generally as per Section 108 and at a rate as detailed on the quantity calculation sheet mentioned above.

7) All drainage culverts will be reinforced concrete culvert pipes, Class III adhering to ASTM designation C 76-66T. Lengths are as determined by cross-sectional measurement are not inclusive of any sloped-end installations. If they are added, separate items should be set up. Either rubber gaskets or mortar joints are acceptable.

8) Manholes are as per type and locations as shown on the plans. Type B are as per Drawing #2050 and to the elevations as detailed on the respective sheets as needed. Contractor must remove existing Type "B" manhole and install a type "A" at Station L^4 127+88, 26 feet lf. The grade differential of the new vs. old roadways make this necessary. Note elevations on Sheet 6 of 7. Manholes are as per bid price and considered complete in place with no allowance for trench or other excavation. Lane County does however, place 1½"-0" crushed rock in pipe locations, manhole locations or other areas where soft or wet material is encountered or other over excavation is experienced or as otherwise directed by Engineer. Payment for this is at submitted unit price for 1½"-0" crushed rock.

9) The prime course and asphaltic concrete courses are generally as per OSHD specifications. Our calculations for prime course quantities are 1 foot outside the travelled roadway with approximately .4 gal/sq. yd. of RC-800 or equivalent.

Asphaltic concrete courses are Class "B" and as per width and depth as shown on Sheet 2 of 7. Note sloped edge for pavement where shoulder is paved. Attention is drawn to those areas requiring matching existing pavement as shown on the plans.

10) Existing guardrail, where in conflict, should be removed, salvaged, and reinstalled as directed by Engineer. Approximately 2,500 lin. ft. of said rail is only one (1) year old and should be reinstalled. Approximately 900 lin. ft. is older and all posts, rail, and hardware should be stockpiled at the site adjacent to River Avenue and as shown on the plans. All of the 1,420 lin. ft. of median barrier is one (1) year old and should be removed, salvaged and reinstalled.

In addition to these items there is approximately 2,100 lin. ft. of new guardrail installation, and 2,500 lin. ft. of new median barrier, respectively. We would like type "B" end pieces as per Drawing #2094 and concrete nose section for median rail at L^4 101+00 as per Drawing #2119. Guardrail to be flared at all ends and spacing adjusted at ends of structures accordingly.

11) Guide posts quantities are figured as per standard spacings and locations both on main line and speed change lanes. W-2 and Y-2 are desired.

12) Miscellaneous: Because of the large volumes of traffic great caution must be exhibited by the Contractor in all phases of his operation. This is to include all advance signing, detour signing, etc. All striping will be performed by Lane County as needed.

The approach fills can be constructed from Stations L^4 116+00 to L^4 124+00 to such an extent as to not interfere with mainline traffic and so as to enable and facilitate all bent work, pile driving, beam erection and any and all other structure work as required. The balance of the mainline construction can be performed when traffic can be split directionally on the interchange legs.

It is necessary to install traffic control devices at the ramp intersections with River Road prior to utilizing ramps for directional rerouting. Lane County is desirous of having the State of Oregon undertake the design, installation and maintenance of these installations during said construction project. It will be necessary to remove any part of the existing traffic control equipment at the existing River Road intersection not needed for the permanent installation.

Sidewalks and type A concrete curbs should be installed along-side River Road under the planned overhead if desired. No quantities are shown for this. If this is done, the existing A.C. curbing will have to be removed as detailed on the plans. This could be part of the submitted bid for clearing and grubbing.

Attention is drawn to the necessity of maintaining two-way traffic on Division Avenue during construction operations until such time as Lane County, its agents or assigns have completed the relocation of Division Avenue.

All utility relocations and right-of-way acquisition will be handled by Lane County.

A stage construction map detailing the various operations and the respective sequence of each with the subsequent affect on traffic flow as a prime consideration, should be submitted to the Engineer and also to Lane County for overall approval.

All reshaping of ground lying beneath pavement obliteration areas should be included in the submitted bid price for finishing roadbed and slopes. These areas are as shown on the plans or as otherwise directed by Engineer.

These plans are "Advance Plans" and are not fine-tuned for construction prints yet. If our office may be of any assistance in this matter or if any questions arise, please feel free to contact our office.

Very truly yours,

Gerald K. Attig
Director of Public Works

Al Driver
By: Al Driver
Assistant Director

AD:ln
cc: file

20

RECEIVED
AUG 1 - 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

July 16, 1969
(date)

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

Attention: Mr. G. K. Attig, Public Works Director

NOTED
P. B. Arensmeie

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

- -

Highway FAS 860 (Belt Line Road)

Section River Road (Santa Clara) Interchange: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

NOTED
HAROLD
REYNOLDSON

July 30, 1969
(date)

By

By
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

RECEIVED
JUL 9 - 1969
FOR FILING

SU-441(8)
[illegible]
1340

July 9, 1969

Mr. Gerry Attig, Director
Lane County Department of Public Works
1820 Roosevelt Boulevard
Eugene, Oregon 97402

Dear Mr. Attig:

As you know, the Demonstration Cities and Metropolitan Development Act of 1966 requires that all Federal-aid highway projects be submitted to a regional council of governments for their review. The interchange at River Road and Belt Line Road will require this review from Central Lane Planning Council. As a general rule, we submit design plans to the review agency; however, in order to expedite this review you may want to make the presentation yourself. Two copies of the preliminary sketch prepared by the Traffic Engineering Division are enclosed.

The Bureau of Public Roads Instructional Memorandum covering Section 204 Review states that the review agency will not comment on engineering details but information should be provided with respect to the location, type of facility, right-of-way width and number of lanes. The enclosed maps will suffice for an initial contact and later more complete design plans should be available from the Bridge Division.

A letter from the Central Lane Planning Council to the Highway Department containing their review comments will satisfy the requirements of the Demonstration Cities Act.

If we may be of any further assistance in this matter, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

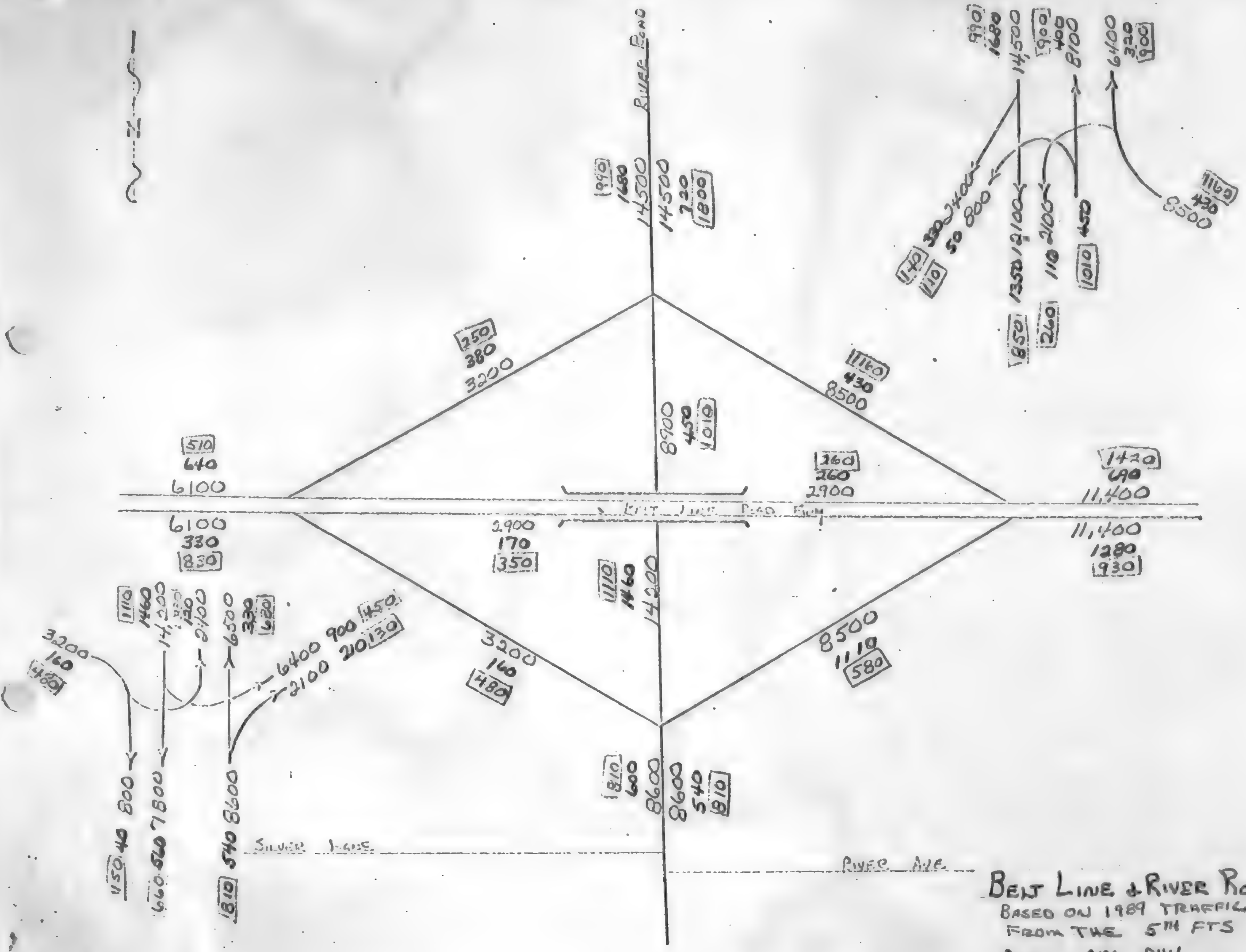
By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
R. E. Royer

RER:sw mc

Enc.



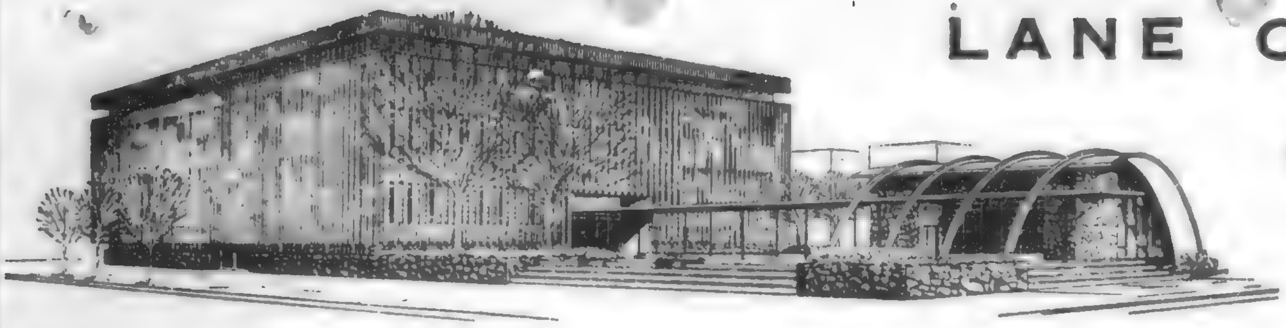
BELT LINE & RIVER ROAD INT.

BASED ON 1989 TRAFFIC FACTORED FROM THE 5TH FTS

RED A.M. DHV

GREEN P.M. DHV JULY 3, 1969

BLACK 1989 ADT



LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P O. Box 2729
Eugene, Oregon 97402
Phone 688-5231

July 8, 1969

NOTED
H. S. COX

RECEIVED
JUL 9 1969
ENGINEER
COUNTY & CITY DIVISION

H. S. Cox
County-City Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In compliance with your requirements, per FASC Projects, as outlined in your letter of June 3, 1969, please be advised that Lane County has contacted all the affected property owners in the area of the proposed Belt Line - River Road Interchange. These property owners are agreeable to the proposal. Other local civic groups have been contacted and are in agreement with the proposal.

The various changes have been designed to fit an orderly development of the area and to be compatible with the Eugene-Springfield Area Transportation Study.

Very truly yours,

Gerald K. Attig
Director of Public Works

Al Driver
By: Al Driver
Assistant Director

AD:pw

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Gerald K Attig, Director
John M Clay, Assistant to the Director
Luther Freeman, Principal Engineer
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt
Orville Rice, Construction Supt
George Griffin, Subdivision Engineer
Ole Halderson, Bridge Superintendent
Francis Waggoner, County Surveyor

1969
ENGINEER
COUNTY & CITY DIVISION

IN THE B D OF COUNTY COMMISSIONERS FOR E COUNTY

RESOLUTION RE ACQUISITION OF)
PROPERTY FOR FAS-C PROJECTS) RESOLUTION
INVOLVING HIGHWAY CONSTRUCTION.)

THIS MATTER now coming before the Board of County Commissioners of Lane County, and the Board desiring to comply with Section 141, Chapter 1, Title 23 United States Code as regards certain requirements in connection with the acquisition of real property for FAS-C highway construction projects, now, therefore it is hereby

RESOLVED, and the following assurances are given in connection therewith:

1) that every reasonable effort shall be made to acquire the real property by negotiation;

2) that the construction of projects shall be so scheduled that to the greatest extent practicable no person lawfully occupying the real property shall be required to move from his home, farm, or business location without at least 90 days' written notice from the State or political subdivision having responsibility for such acquisition; and

3) that it will be the policy of the county, before initiating negotiations for real property, to establish an amount which is believed to be just compensation, under the law of the State, and to make a prompt offer to acquire the property for the full amount so established.

Dated this 2nd day of July , 1969.

BOARD OF COUNTY COMMISSIONERS FOR LANE COUNTY

By ______________________ Commissioner

By ______________________ Commissioner

By ______________________ Commissioner

APPROVED AS TO FORM
DATE 7/2/69
OFFICE OF COUNTY COUNSEL

20

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
H. S. COX

RECEIVED
JUN 25 1969
ENGINEER
COUNTY & CITY DIVISION

June 24, 1969

Mr. Gerry Attig, Director
Lane County Department of Public Works
1820 Roosevelt Boulevard
Eugene, Oregon 97402

Dear Mr. Attig:

Attached are two maps showing the required number of lanes on River Road at the Belt Line Interchange. Also attached is a copy of the anticipated traffic volumes and the computation sheets for the capacity analysis.

As you know this design will have to be submitted to the Central Lane Planning Council for their review. If you will provide the Highway Department with a copy of your final design we will submit it to CLPC at that time. If you prefer, you could make the submittal to CLPC. All we require is a letter stating that they have reviewed the design.

If we may be of any further assistance, please let us know.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by

R. L. Schroeder
Assistant Traffic Engineer'

Attachments

cc: H. S. Cox

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. Aransmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE September 25-26 1968

DAY OF WEEK Wednesday Thursday

ACTUAL COUNT (VEH) 16 HRS.

HOURS COUNTED 6AM to 10PM.

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6AM to 10PM

WEATHER Clear Heavy Fog 6:00A-2:00P

CITY OF Eugene

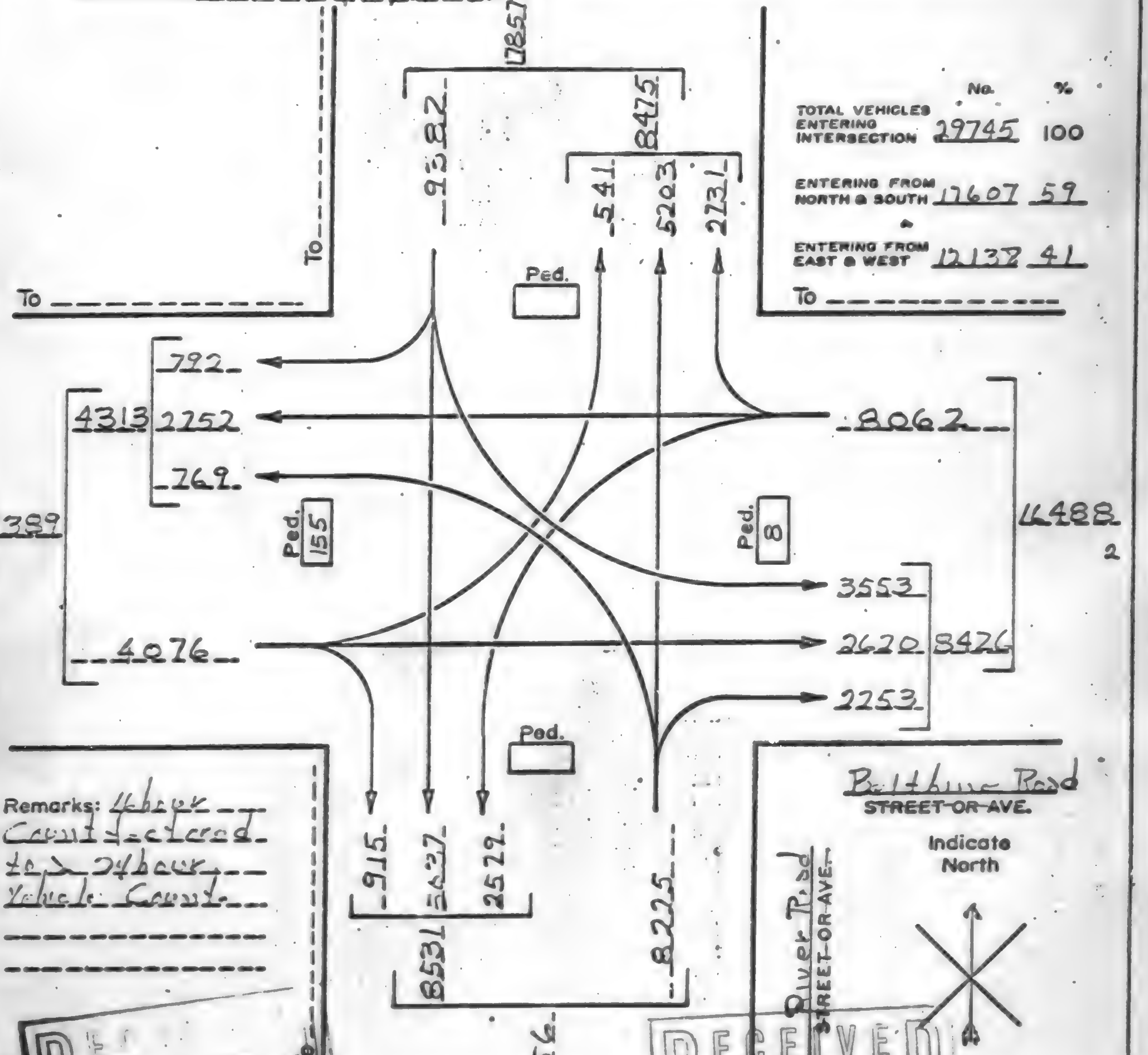
INTERSECTION OF Junction City-Eugene Hwy

AND Belt Line Road

STATION NO.

CODE NO.

CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	29745	100
ENTERING FROM NORTH & SOUTH	17607	59
ENTERING FROM EAST & WEST	12138	41

Belt Line Road
STREET-OR-AVE.

River Road
STREET-OR-AVE.

Indicate North

Remarks: 16 hour Count factored to 24 hour Vehicle Count.

RECEIVED
JUN 25 1969
ENGINEER
COUNTY & CITY DIVISION

12-55

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date September 25, 26, 1968
Day of week Wednesday - Thursday
Hours counted 6AM to 10 PM
Weather Clear (Heavy Fog 6AM - 9:00 P.)

Classification All Vehicles

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
A. M.	6:00- 7:00	123	23	61	4	80	53	118	60	20	68	6	28	644	413	64	231	36
	7:00- 8:00	489	96	107	28	312	115	261	143	89	222	23	55	1940	1300	67	640	33
	8:00- 9:00	338	121	55	21	265	145	133	119	97	161	27	28	1510	992	66	518	34
	9:00-10:00	186	94	39	22	213	169	118	118	94	116	24	20	1213	743	61	470	39
	10:00-11:00	130	94	36	22	251	165	160	130	84	83	23	26	1204	691	57	513	43
	11:00-12:00	147	113	43	35	295	262	132	134	116	103	28	25	1433	875	61	558	39
P. M.	12:00- 1:00	172	164	44	21	293	276	139	160	139	129	45	38	1630	952	55	678	42
	1:00- 2:00	162	140	36	29	253	296	137	127	133	123	38	36	1510	906	60	604	40
	2:00- 3:00	159	160	94	23	315	443	189	173	190	108	38	50	1942	1169	60	773	40
	3:00- 4:00	210	175	36	39	348	448	219	215	192	141	90	55	2168	1238	57	930	43
	4:00- 5:00	263	267	37	52	405	443	241	288	252	181	88	65	2582	1394	54	1188	46
	5:00- 6:00	176	279	37	173	325	521	257	292	315	132	170	116	2793	1307	47	1486	53
	6:00- 7:00	232	224	49	48	425	431	153	158	222	150	86	47	2225	1334	60	891	40
	7:00- 8:00	226	159	36	43	419	420	114	138	165	153	79	49	2001	1303	65	698	35
	8:00- 9:00	111	132	27	12	229	340	71	74	149	85	46	37	1314	829	63	485	37
	9:00-10:00	87	132	22	17	141	193	60	53	87	93	21	24	932	560	60	372	40
	10:00-11:00																	
	11:00-12:00																	
A. M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total	2663	2731	792	541	5827	5303	2752	2620	2579	2253	915	769	29745	17607	59	12138	41
	16-Hour total	3220	2483	720	492	4577	4720	2502	2382	2344	2048	832	699	27041	16006	59	11035	41
	__-Hour total																	
	Control																	
	Factor																	

(Hwy 227) River Road St. is North and South
Belt Line Road St. is East and West

Tabulat
Compute
Checked
Checked

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Eugene
Intersection Junction City-Eugene Hwy #227 & Beltline
Station number
Code number

Classification All Vehicles

Entering Volumes

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East S O	West C	South
68	6	28	644	413	64	231	36	264	161	70	149				
22	23	55	1940	1300	67	640	33	908	446	194	392			2 3	
61	27	28	1510	992	66	518	34	658	351	167	334			22	1
16	24	20	1213	743	61	470	39	438	306	164	305			11	
53	23	26	1204	691	57	513	43	417	338	175	274			3	
03	28	25	1433	875	61	558	39	485	361	197	390				
09	45	38	1630	952	55	678	42	509	442	236	443			3	
23	38	36	1510	906	60	604	40	451	410	194	455		1	3	
08	38	50	1942	1169	60	773	40	568	539	234	601		1	4 7	
41	90	55	2168	1238	57	930	43	584	586	344	654			6	
81	88	65	2582	1394	54	1188	46	705	760	428	689		2	[illegible] 4	
132	170	116	2793	1307	47	1486	53	538	951	535	769		4	13	
50	86	47	2225	1334	60	891	40	706	609	282	628			16	
53	79	49	2001	1303	65	698	35	681	438	260	622				
85	46	37	1314	829	63	485	37	367	252	133	462			2	
53	21	24	932	560	60	372	40	250	279	93	310			2	
253	915	769	29745	17607	59	12138	41	[illegible]	8562	4576	[illegible]				
[illegible]	632	699	27041	16006	59	11035	41	8529	7329	3706	7477		7 1	[illegible] 3	

Tabulated by

Computed by

Checked by

Checked by

CITY or COUNTY Eugene
INTERSECTION OF Junction City-Eugene
AND Belt Line Rd
MILEPOST
DATE 9/25-26/68 ____ 8 Hr. X 16 Hr.

VEHICLE TYPE	SUMMARY BY MOVEMENTS														
	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	North to East	East to North	North to West
Passenger Cars	*														
Panels & Pickups															
Campers & Light Trucks															
Total Light Veh.	3120	2406	630	471	4458	4615	2096	1954	2318	2004	812	683	96.59	96.90	94.1
2-axle	77	54	20	6	68	67	111	110	15	25	13	11	77.27	77.92	50.0
W. Log	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3-axle	20	12	18	13	5	5	89	167	2	5	3	-	19.09	15.58	45.
W. Log	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-
4-axle	-	2	-	1	2	1	7	19	1	-	-	2	-	2.60	-
W. Log	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5-axle	4	1	2	1	3	3	85	110	2	2	1	1	3.64	1.30	5.0
W. Log	-	2	-	-	-	-	102	15	1	-	-	-	-	2.60	-
6-axle	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-
W. Log	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Buses	9	6	-	-	43	39	7	6	6	12	3	2	-	-	-
Total Heavy Veh.	110	77	40	21	121	115	406	428	27	44	20	16	3.41	3.10	5.5
Total All Veh.	3230	2483	720	492	4579	4730	2502	2352	2345	2048	832	699	100.00	100.00	100

1/ Includes 2-axle Buses. 90%
2/ Includes 3-axle Buses. 10%
☐ Percent of total trucks counted.

Eugene Hwy. No. 223

X 16 Hr. ______ 24 Hr.

SUMMARY BY MOVEMENTS %

	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East X	West to South	South to West
9	96.90	94.44	95.73	97.36	97.57	83.77	82.03	98.85	97.85	97.60	97.71
7	77.92	50.00	28.58	88.43	88.70	28.82	27.10	77.78	81.82	80.00	81.25
	–	–	–	–	–	–	–	–	–	–	–
9	15.58	45.00	61.90	7.44	7.83	22.17	39.02	7.41	13.64	15.00	–
	–	–	–	–	–	1.23	–	–	–	–	–
	2.60	–	4.76	1.65	0.87	1.72	4.44	3.70	–	–	12.50
	–	–	–	–	–	–	–	–	–	–	–
4	1.30	5.00	4.76	2.48	2.60	20.94	25.70	7.41	4.54	5.00	6.25
	2.60	–	–	–	–	25.12	3.50	3.70	–	–	–
	–	–	–	–	–	–	0.24	–	–	–	–
	–	–	–	–	–	–	–	–	–	–	–
	–	–	–	–	–	–	–	–	–	–	–
1	3.10	5.56	4.27	2.64	2.43	16.23	17.97	1.15	2.15	2.40	2.29
.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

SUMMARY BY LEGS

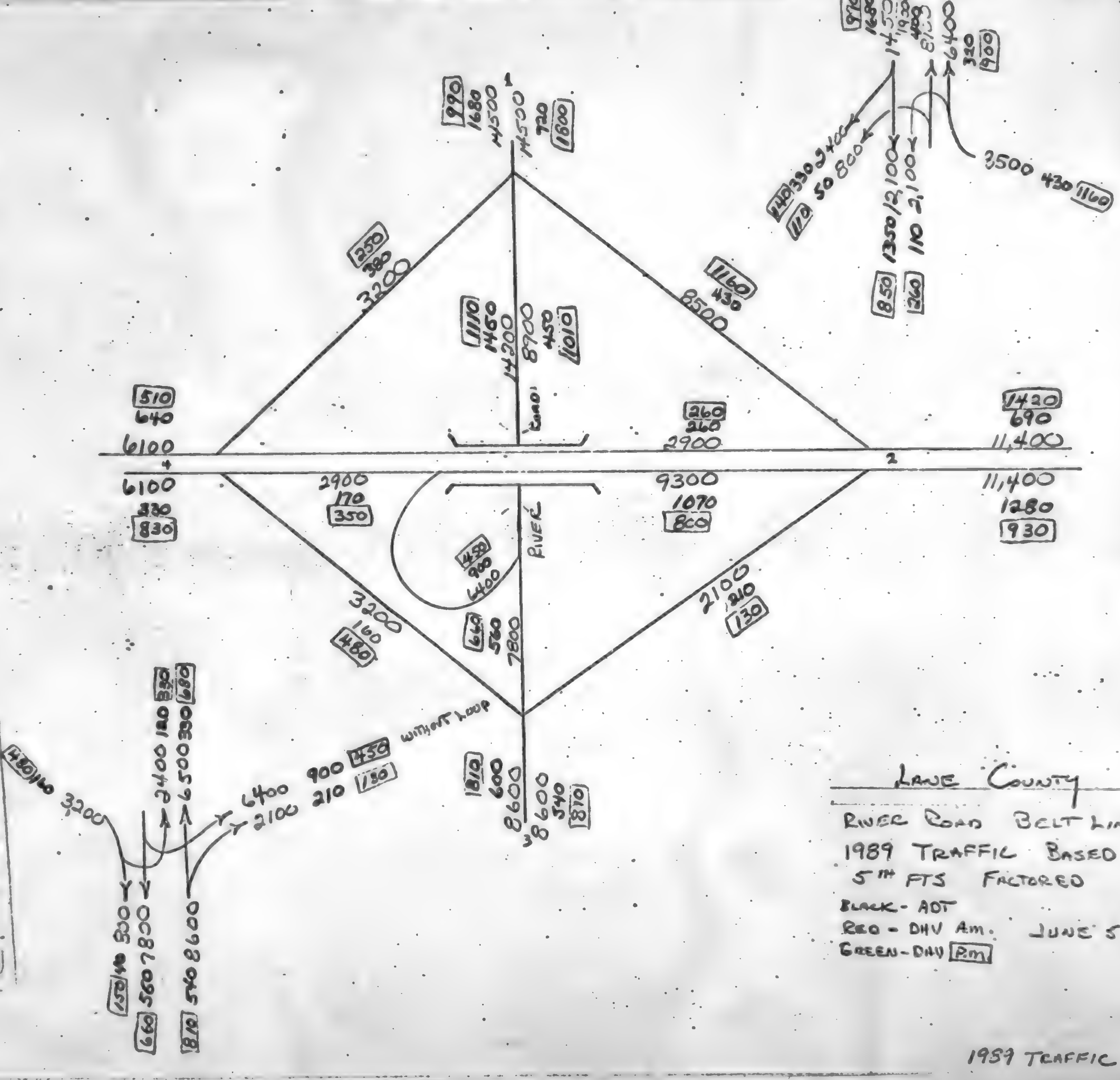
NORTH	%	EAST	%	WEST	%	SOUT
15750	97.02	13898	92.72	6696	87.79	1427
379 1/	78.31 1/	433 1/	39.65 1/	237 1/	30.83 1/	293
–	–	–	–	–	–	–
83 2/	17.15 2/	300 2/	27.47 2/	292 2/	31.36 2/	31
–	–	5	0.46	5	0.54	–
6	1.24	29	2.66	29	3.11	6
–	–	–	–	–	–	–
14	2.89	204	18.68	200	21.48	12
2	0.41	120	10.99	117	12.57	1
–	–	1	0.09	1	0.11	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
484	2.98	1092	7.28	931	12.21	34
16234	100.00	14990	100.00	7627	100.00	15

90%

10%

ks counted.

SUMMARY BY MOVEMENTS %							SUMMARY BY LEGS				SUMMARY BY LEGS			
South to North	East to West	West to East	East to South	South to East	West to South	South to West	NORTH	%	EAST	%	WEST	%	SOUTH	%
				X										
97.57	83.77	82.03	98.85	97.85	97.60	97.71	15750	97.02	13898	92.72	6696	87.79	14890	97.75
88.70	28.82	27.10	77.78	81.82	80.00	81.25	379 1/	78.31 1/	433 1/	39.65 1/	227 1/	30.83 1/	293 1/	35.42 1/
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
7.83	22.17	39.02	7.41	13.64	15.00	–	83 2/	17.15 2/	300 2/	27.47 2/	292 2/	31.36 2/	31 2/	9.04 2/
–	1.23	–	–	–	–	–	–	–	5	0.46	5	0.54	–	–
0.87	1.72	4.44	3.70	–	–	12.50	6	1.24	29	2.66	29	3.11	6	1.75
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
2.60	20.94	25.70	7.41	4.54	5.00	6.25	14	2.89	204	18.68	200	21.48	12	3.50
–	25.12	3.50	3.70	–	–	–	2	0.41	120	10.99	117	12.57	1	0.29
–	–	0.24	–	–	–	–	–	–	1	0.09	1	0.11	–	–
–	–	–		–	–	–	–	–	–	–	–	–	–	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	
2.43	16.23	17.97	1.15	2.15	2.40	2.29	484	2.98	1092	7.28	931	12.21	343	2.25
100.00	100.00	100.00	100.00	100.00	100.00	100.00	16234	100.00	14990	100.00	7627	100.00	15233	100.00



LANE COUNTY

RIVER ROAD BELT LINE INT
1989 TRAFFIC BASED ON
5TH FTS FACTORED
BLACK - ADT
RED - DHV Am. JUNE 5, 1969
GREEN - DHV Pm.

1959 TRAFFIC

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TRANSPORTATION STUDIES
INTERSECTION ANALYSIS SUMMARY

Project Lane County River Rd + Belt Line Rd. Date: June 5, 1969

D.H. Year 1989 FTS 5th

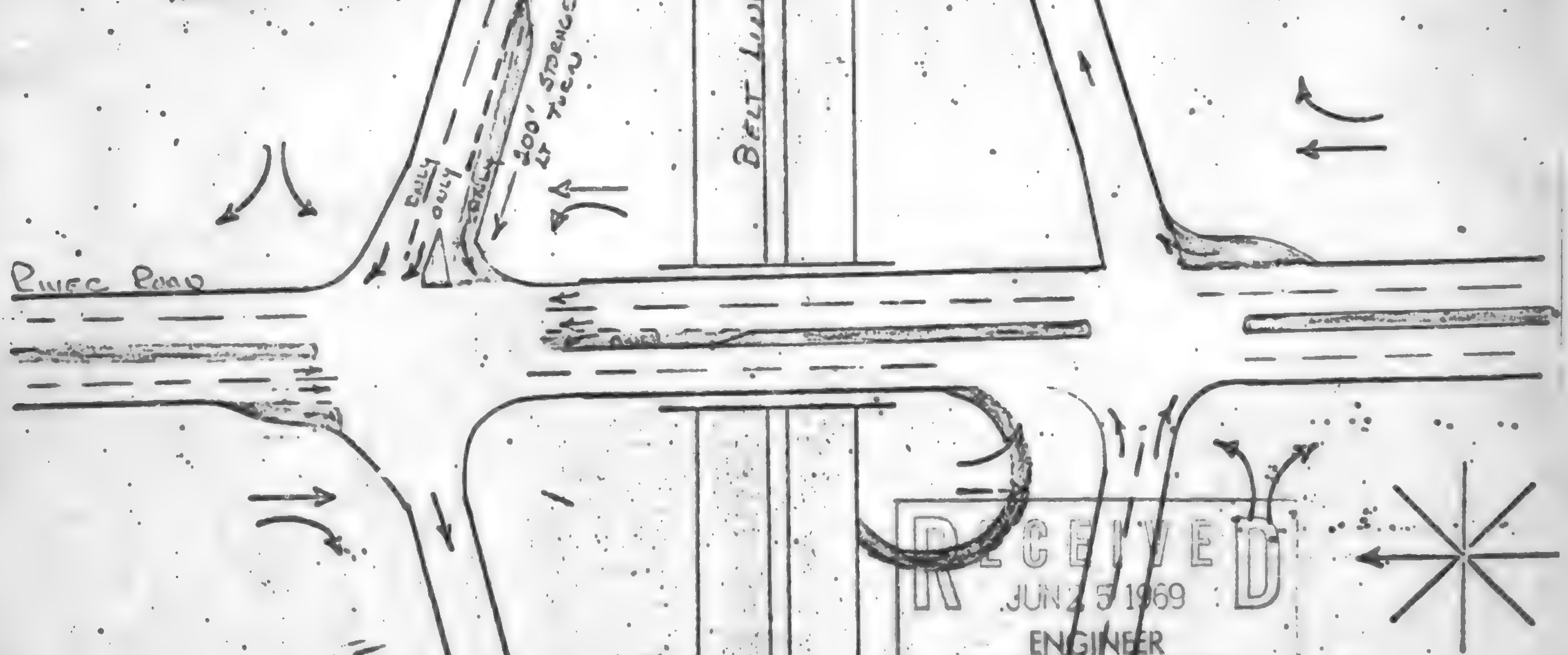
INTERSECTION River Road + Belt Line Rd (North)

	EXISTING OR DESIGNED				REQUIRED			
Approach	No. of lanes-width		G/C	SL	No. of lanes-width		G/C	SL
N					3-12			
E		AM			3-12	AM	88	C
S		PM			3-12	PM	88	C
W					—			

INTERSECTION River Road + Belt Line Rd. (South)

	EXISTING OR DESIGNED				REQUIRED			
Approach	No. of lanes-width		G/C	SL	No. of lanes-width		G/C	SL
N					2-12			
E		AM				AM	62	C
S		PM			3-12	PM	62	C
W					2-12			

Remarks – This design is what would be required to opperate these intersections at service level (C) The North intersection will require differant G/C's for A.M. + P.M. traffic. Off Ramp on East Approach needs to Right Turn Lanes This design will work if Gravel Pit Rd Int. with Belt Line is added.



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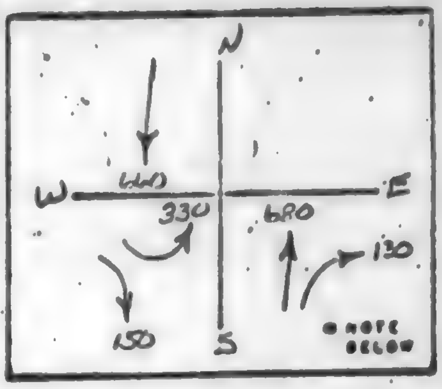
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS



PROJECT E-SATS LANE COUNTY

INTERSECTION BELT LINE + RIVER RD (SOUTH INT)

BASIC CONDITIONS:

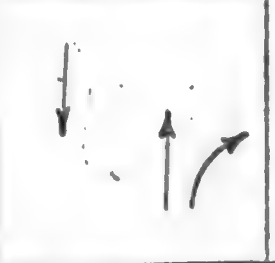
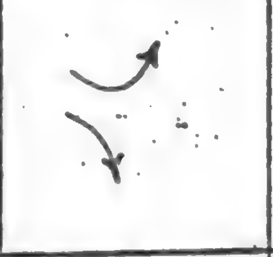
METRO POPULATION 200,000 PHF ______

AREA: RESID. CBD RURAL [✓ FRINGE] (Circle One) OBD

C = SIGNAL CYCLE = SEC.

A/C = .../...... = ...

with loop level Service C

PHASE 1		PHASE		PHASE		PHASE	
	AMBER		AMBER		AMBER		AMBER
G/C = .50 G = SEC.	SEC.	G/C = .40 G = SEC.	SEC.	G/C = G = SEC.	SEC.	G/C = G = SEC.	SEC.

APPROACH N T = 3 % R = % L = % BUS STOP ....

MOVEMENT	WW_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_P	DHV†	REMARKS*
N-S	24	4	.30	.50			660	

APPROACH W T = 12 % R = % L = % BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_P	DHV†	REMARKS*
W-N	12	18B	.32	.40			330	
W-S	12	18B	.15	.40			150	

APPROACH S T = 4 % R = % L = % BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_P	DHV†	REMARKS*
S-W	12	18B	.15				130	
S-N	24	4	.30	.50			680	

APPROACH ...... T = % R = % L = % BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_P	DHV†	REMARKS*

* DESIGNATE EACH APPROACH BY LETTER; 1-W OR 2-W (1- OR 2-WAY); PKG., N.P. (NO PKG.); ENTER DHV'S
† MARK A.M., OR COMP. (COMPOSITE PEAK.)
‡ TURN LANE LENGTHS — B_2, B_3; TRUCKS — T_2, T_3; WIDENED APPROACH LENGTHS — B_a, B_b, ETC.

BY ______

CHECKED ______

Figure 16.—Capacity analysis worksheet form.

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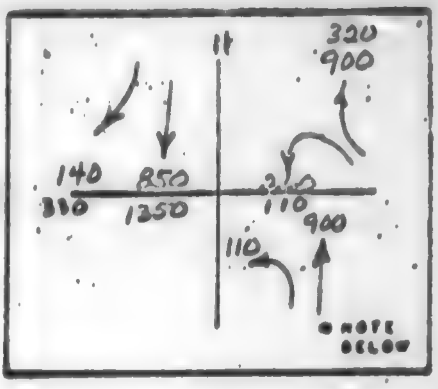
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS



PROJECT E-CAT Lane County

INTERSECTION Belt Line Rd & River Rd (North Int.)

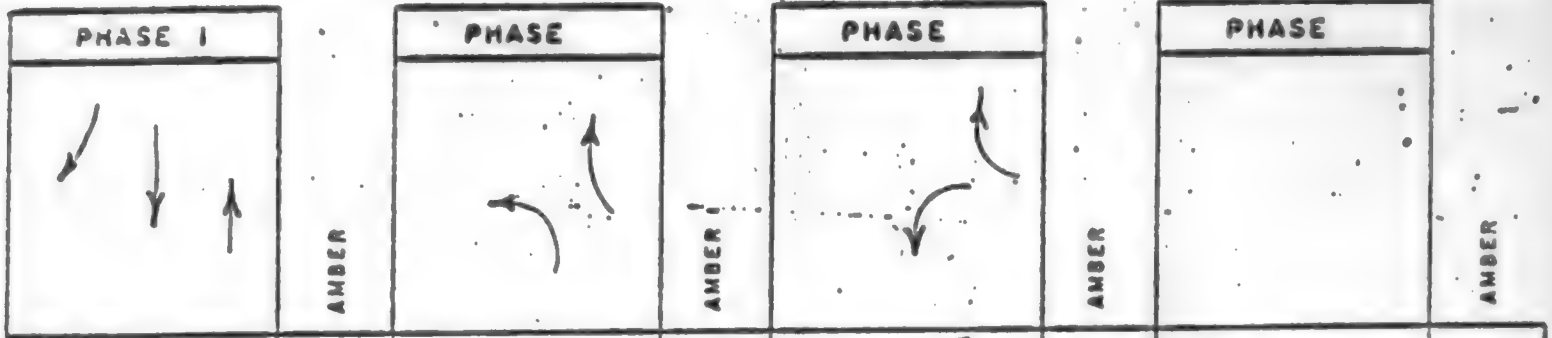
BASIC CONDITIONS:

METRO POPULATION 200,000 PHF ______

AREA: RESID. CBD RURAL [✓ FRINGE] (Circle One) OBD

with loop

C = SIGNAL CYCLE = SEC. A/C = .../..... = ...



Level service C

PHASE 1	AMBER	PHASE	AMBER	PHASE	AMBER	PHASE	AMBER
P.M. G/C = 40 A.M. G = 60 SEC.	SEC.	G/C = .15 G = .15 SEC.	SEC.	G/C = 35 G = .15 SEC.	SEC.	G/C = G = SEC.	SEC.

APPROACH E T = 8 % R = %, L = % BUS STOP ....

	MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS*
23	E-W	24	18B	.50	.50			900	
3	E-S	12	18B	.27	.35			260	
	E-N	24	18B	25	30			320	

APPROACH S T = 4 % R = % L = % BUS STOP ....

	MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS*
1	S-N	24	4	.38	40			900	
2	S-W	12	18B	.15				110	

APPROACH N T = 3 % R = % L = % BUS STOP ....

	MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS*
1	N-S	24	4	.36				850	
1	N-W	12	18B	.17				140	

APPROACH N T = 3 % R = % L = % BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS*
N-S	24	4	.58				1350	
N-W	12	18B	.35				330	

* DESIGNATE EACH APPROACH BY LETTER; 1-W OR 2-W (1- OR 2-WAY); PKG., N.P. (NO PKG.); ENTER UNITS
† MARK A.M., ON COMP. (COMPOSITE PEAK.)
◦ TURN LANE LENGTHS — B_2, B_3; TRUCKS — T_2, T_3; WIDENED APPROACH LENGTHS — D_a, D_b, ETC.

BY ______
CHECKED ______

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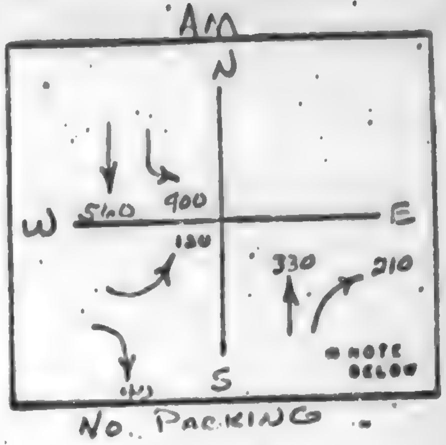
Figure 16.—Capacity analysis worksheet form.

SIGNALIZED INTERSECTION
CAPACITY ANALYSIS



No. PARKING

PROJECT Belt Line & River Road Int

INTERSECTION Belt Line & River Road South Int.

1989 w/O 100p

BASIC CONDITIONS:

METRO POPULATION 200,000 PHF ______

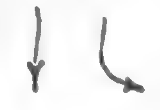
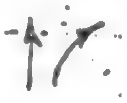
AREA: RESID. CBD RURAL [✓ FRINGE] (Circle One) OBD

C = SIGNAL CYCLE = 75 SEC.

A/C = ...1......

Level Service "C"

PM is the critical period

PHASE 1		PHASE 2		PHASE 3		PHASE	
	AMBER		AMBER		AMBER		AMBER
G/C = 57 G = SEC.	SEC.	G/C = 17 G = SEC.	SEC.	G/C = 17 G = SEC.	SEC.	G/C = G = SEC.	SEC.

APPROACH N T = 3 % R = % L = % BUS STOP ......

Phase	MOVEMENT	WA FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS*
1	N-S	24	4	.25	.57			560	450-350 FT STORAGE DISTANCE FOR LEFT TURN
1	N-E	24	18A	.57	.57			900	

APPROACH W T = 12 % R = % L = % BUS STOP ......

Phase	MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS*
2	W-N	12	18A	.17	.17			120	
2	W-S	12	18A	No Factor	.17			40	

APPROACH S T = 4 % R = % L = % BUS STOP ......

Phase	MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS*
3	S-N	24	4	.17	.17			330	
2,3	S-E	12	18A	.22	.34			210	

APPROACH ...... T = % R = % L = % BUS STOP ......

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS*

BY ______

CHECKED ______

* DESIGNATE EACH APPROACH BY LETTER; 1-W OR 2-W (1- OR 2-WAY); PKG., N.P. (NO PKG.); ENTER DHV's

† MARK A.M., OR COMP. (COMPOSITE PEAK.)

● TURN LANE LENGTHS — B_2, B_3; TRUCKS — T_2, T_3; WIDENED APPROACH LENGTHS — B_a, B_b, ETC.

Figure 16.—Capacity analysis worksheet form.

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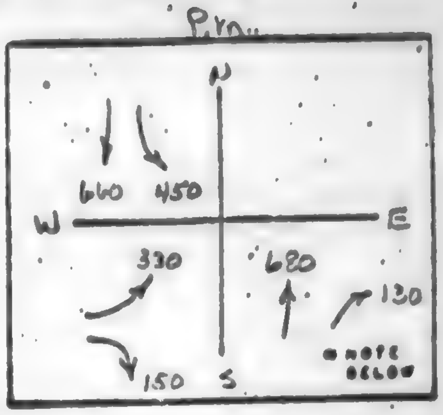
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

P.M.



PROJECT BELT LINE + RIVER ROAD INT

INTERSECTION BELT LINE + RIVER ROAD SOUTH INT.

BASIC CONDITIONS:

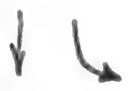
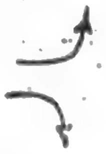
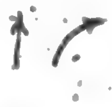
METRO POPULATION 200,000 PHF ______

AREA: RESID. CBD RURAL [✓ FRINGE] CBD (Circle One)

w/0.
loop

C = SIGNAL CYCLE = 60 SEC.

A/C = .../...... = ...

PHASE 1	AMBER	PHASE	AMBER	PHASE	AMBER	PHASE	AMBER
							
G/C = .32		G/C = .35		G/C = .31		G/C =	
G = 30 SEC.	SEC.	G = 30 SEC.	SEC.	G = 30 SEC.	SEC.	G = SEC.	SEC.

level service
C

SERVICE LEVEL D

APPROACH .... T = 3 % R = %, L = % BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY (C_D) D	CAPACITY C_P	DHV†	REMARKS*
N-S	24	4	.30				660	
N-E	24	18A	.32	30	500		450	

APPROACH .... T = 12 % R = % L = % BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY (C_D) D	CAPACITY C_P	DHV†	REMARKS*
W-N	12	18B	.35	30	330		330	
W-S	12	18B	.15				150	

APPROACH .... T = 4 % R = % L = % BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY (C_D) D	CAPACITY C_P	DHV†	REMARKS*
S-W	12	18B	.15				130	
S-N	24	4	.31	30	750		680	

APPROACH .... T = % R = % L = % BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_P	DHV†	REMARKS*

BY ______

CHECKED ______

* DESIGNATE EACH APPROACH BY LETTER; 1-W OR 2-W (1- OR 2-WAY); PKG., N.P. (NO PKG.); ENTER DHV's

† MARK A.M., OR COMP. (COMPOSITE PEAK.)

● TURN LANE LENGTHS — B_2, B_3; TRUCKS — T_2, T_3; WIDENED APPROACH LENGTHS — ..., ..., ETC.

Figure 16.—Capacity analysis worksheet form.

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Form [illegible]

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET 4
SHEET .... OF .... SHEETS

BELT LINE INTERCHANGE WITH RIVER ROAD 1987 TRAFFIC WITH GRAVEL PIT ROAD.

1989 TRAFFIC

SMTH ① RIVER ROAD (NORTH LEG) ② BELT LINE (EAST LEG)

			Am.		Pm.						
MOVE	VOL	%	DHV	%	DHV.	MOVE	VOL.	DHV	%	DHV	%
1-2	6400	14	900	7	450	2-1	6400	5	320	14	900
1-3	5700	8	450	7	400	2-3	2100	5	110	13	260
1-4	2400	14	330	6	140	2-4	2900	9	260	9	260
	14,500		1680		990		11,400		690		1420

③ RIVER ROAD (SOUTH LEG) ④ BELT LINE (WEST LEG)

3-1	5700	5	280	10	570	4-1	2400	5	120	14	330
3-2	2100	10	210	6	130	4-2	2900	6	170	12	350
3-4	800	7	50	14	110	4-3	800	5	40	19	150
	8600		540		810		6100		330		830

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Enterprise-------------7-17
Mill City

County Road Projects Approved

County road projects in Lane, Linn, Marion, and Wallowa Counties were approved today by the Oregon State Highway Commission. Programmed funds for the five projects total $1,635,000. The projects are eligible for the use of Federal-aid Secondary Highway Funds.

The proposed project in Lane County involves grading, draining, basing, paving and a structure on the River Road (Santa Clara) Interchange Section of the Belt Line Road (FAS 860). Project plans call for Belt Line Road to be paved the full width of 84 feet with asphalt concrete, with four 12-foot travel lanes, 10-foot shoulders, and a 16-foot median. The overpass structure is to be 170 feet long with a clear roadway of 84 feet. Other work involves rounded cutbanks, sight posts, guardrails and bases for light posts and conduits. The County is to make the survey and vicinity map and acquire the right-of-way. The State will make the plans and foundation tests.

Linn County's proposed project involves a structure, grading, drainage, curbing and paving on the South Santiam River (Sweet Home) Bridge Section of Pleasant Valley Road (FAS 217). Project plans call for constructing a 48-foot-wide bridge with five-foot sidewalks and its curbed approaches and connections. The new structure will be on improved alignment and is to be fully illuminated. The existing structure is to be removed and disposed of by the contractor. The State is to make the survey and plans and foundation tests.

Two projects are scheduled for Marion County. The first project involves 1.07 miles of grading, draining, curbing and paving on the Chemawa Road-Wheatland Road Section of North River Road (FAS 159). Plans for the proposed project call for paving with asphalt concrete a 68-foot curbed section for four 12-foot travel lanes, a 16-foot median, and a two-foot shy distance. Included are five-foot asphalt concrete footpaths. No parking will be allowed. The County is to acquire the right-of-way by resolution, and the State is to make survey and plans.

The second project in Marion County involves 0.76-mile of grading, draining, curbing and paving on the 99E-Ward Drive Section of Lancaster Drive (FAS 741). Project plans call for paving with asphalt concrete a 68-foot curbed roadway with five-foot asphalt concrete footpaths. This completes the portion of this route between State Street and US99E in Salem. The right-of-way was acquired by the County on the same resolution as the Ward Drive-Silverton Road Section. The State is to make survey and plans.

The project in Wallowa County involves 1.87 miles of grading, draining, basing and surfacing on the Enterprise-Kooch Corner Section of Hurricane Creek Highway County Road (FAS 497). Project plans call for construction of two 12-foot travel lanes with eight-foot shoulders. Two concrete box culverts will be extended on both ends. No additional right-of-way is necessary. The State will make the survey and plans.

Daily Jnl. of Commerce
Seattle--------------7-10

Five county road construction jobs slated in Oregon

SALEM, — County road projects in Lane, Linn, Marion, and Wallowa counties were approved by the Oregon State Highway Commission. Programmed funds for the five projects total $1,635,000. The projects are eligible for the use of federal-aid secondary highway funds.

The proposed project in Lane county involves grading, draining, basing, paving and a structure on the River Road (Santa Clara) Interchange Section of the Belt Line Road (FAS 860). Plans call for Belt Line Road to be paved to a width of 84 ft. with asphalt concrete, with four 12-ft. travel lanes, 10-ft. shoulders, and a 16-ft. median. An overpass structure is to be 170 ft. long with a clear roadway of 84 ft. Other work involves rounded cutbanks, sight posts, guardrails and bases for light posts and conduits.

Linn County's proposed project involves a structure, grading, drainage, curbing and paving on the South Santiam River (Sweet Home) Bridge Section of Pleasant Valley Road (FAS 217). Plans call for constructing a 48-ft. wide bridge with 5-ft. sidewalks and curbed approaches and connections. The new structure, on improved alignment, is to be illuminated. The existing structure is to be removed and disposed of by the contractor.

Two projects are scheduled for Marion county. The first involves 1.07 miles of grading, draining, curbing and paving on the Chemawa Road-Wheatland Road Section of North River Road (FAS 159). Plans call for paving with asphalt concrete a 68-ft. curbed section for four 12-ft. travel lanes, a 16-ft. median, and a 2-ft. shy distance. Included are 5-ft. asphalt concrete footpaths.

The second project in Marion county involves 0.74 mile of grading, draining, curbing and paving on the 99E-Ward Drive Section of Lancaster Drive (FAS 741). Plans call for paving with asphalt concrete a 68-ft. curbed roadway with 5-ft. asphalt concrete footpaths.

The project in Wallowa county involves 1.87 miles of grading, draining, basing and surfacing on the Enterprise-Kooch Corner Section of Hurricane Creek Highway County Road (FAS 497). Plans call for two 12-ft. travel lanes with 8-ft. shoulders. Two concrete box culverts will be extended on both ends.

RECEIVED
JUN 18 1969
FOR FILE
SU-441(8)
7340

June 17, 1969

2914

Oregon State Highway Commission

Gentlemen:

The attached tabulation describes a proposed FAS project in Lane County.

This proposed project is a full diamond interchange at the intersection of Belt Line Road (FAS 860) and River Road (FAS 219, Junction City-Eugene State Secondary highway). The structure is to be on Belt Line Road spanning River Road. Due to Lane County's requested letting date of August 28, telephonic approval was received from Chairman Glenn L. Jackson on June 5.

This project has been investigated and is eligible for the use of Federal-aid Secondary funds. The estimated cost of this project is $750,000; however, Lane County has but $425,000 in matched FAS funds. The State's share of the matched funds will be $85,000 and the remainder of costs above the $425,000 will be 100 percent Lane County.

This proposed project will be on the agenda for the July 8 meeting for confirmation.

Very truly yours,

HR:eb sr

Forrest Cooper
State Highway Engineer

Att.

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young
F. D. Morgan
V. E. Skoog
H. S. Cox
C. T. Keasey

LANE COUNTY
PROPOSED FAS PROJECT (1969 Funds)

FAS 860 - Belt Line Road; River Road (Santa Clara) Interchange Section.

Structure, grade, drain, base, and pave approximately 2900 feet - $750,000. ($425,000 FAS funds to be supplemented with $325,000 of 100% County funds.)

This project is to consist of grading, draining, basing, and paving a portion of Belt Line Road on improved alignment, and will include a full diamond interchange with an overpass spanning River Road, FAS 219. Belt Line Road is to be paved the full width of 84' with A.C. and will have 4-12' travel lanes, 10' shoulders, and a 16' median. The overpass structure is to be 170' long and with a clear roadway of 84'. Cut banks are to be rounded, sight posts and guard rails are to be installed, bases for light posts and conduit are to be installed on the structure. Install traffic control signals.

Road must be kept open - detour by contractor.

No utilities on structure.

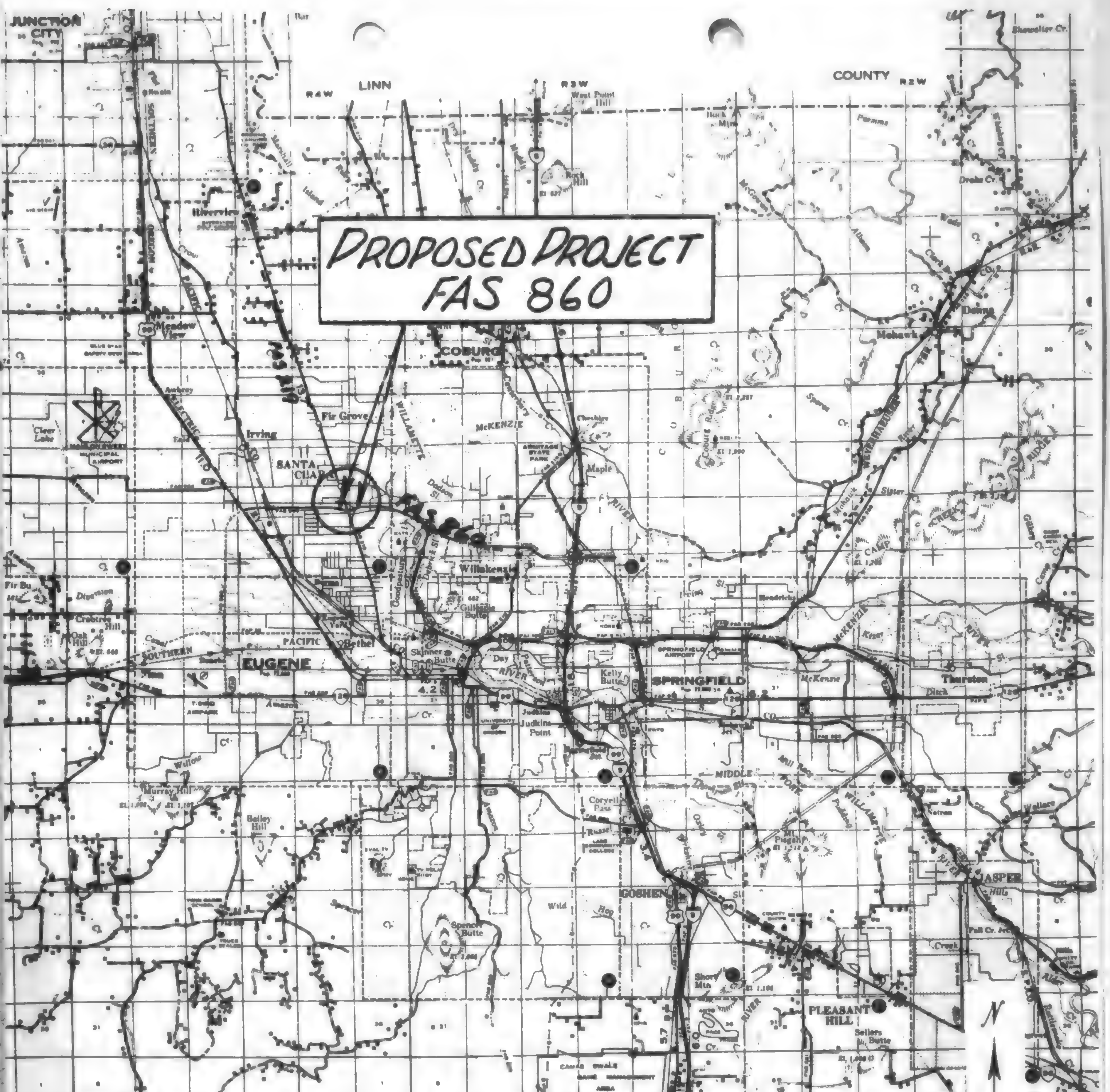
County to make survey and vicinity map. County to acquire right of way.

State to make plans and foundation tests.

Utilities have to be adjusted.

Hearing offered.

69-d
6/9/69


PROPOSED PROJECT
FAS 860
LANE COUNTY
N
JUNCTION CITY
LINN
COUNTY
R4W
R3W
R2W
Riverview
Meadow View
COBURG
Fir Grove
Irving
SANTA CLARA
McKENZIE
Willakenzie
EUGENE
SPRINGFIELD
Bethel
Skinner Butte
Judkins Point
Mohawk
Thurston
Clear Lake
Crabtree Hill
Murray Hill
Bailey Hill
Spencer Butte
GOSHEN
Coryell Pass
Russel
Mt. Pisgah
JASPER
Shorty Mtn.
PLEASANT HILL
Sellers Butte
CAMAS SWALE
CRESWELL
Cloverdale
Fox Hollow
Gillespie Corners
Rebel Cr.
Round Mtn.

RECEIVED
JUN 9 - 1969
ENGINEER
COUNTY & CITY DIVISION

PROJECT DATA

River Road Interchange Section
Belt Line Road, FAS 860
Lane County

Approved June 5-69
By Glenn Jackson
Forrest Cooper

PROJECT DESCRIPTION:	Construct diamond-type interchange at the intersection of Belt Line Road and River Road (Junction City-Eugene State Secondary Highway No. 223). Construction to consist of grading, drainage, base surfacing, paving, and structure.
LENGTH OF PROJECT:	Approximately 2935 feet (Station 105+19.74 to Station 134+54.44).
ESTIMATED COST:	$750,000
NUMBER OF LANES:	Belt Line Road: Four 12-foot travel lanes, two 10-foot shoulders, and a 16-foot median. Interchange Ramps: Single lane, one-way.
RIGHT OF WAY:	Sufficient access control right of way to be acquired for interchange.
TRAFFIC:	Belt Line 1968 ADT: 9,600 1988 ADT: 20,000 River Road 1968 ADT: 13,200 1988 ADT: 27,000
SIGNALIZATION:	To be installed where interchange ramps intersect River Road.
E-SATS TRANSPORTATION PLAN:	River Road, Belt Line Road, and the proposed interchange are part of the Recommended Major Street Network - 1985.

Fed FASC Funds	$255,000.
State Share	85,000.
County Share	85,000
	$425,000
Add. 100% Co. Funds	325,000
Total Est. Cost	$750,000

RHP:6/4/69

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1969

SUBJECT: Proposed County FAS Project

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached are eleven copies of a tabulation and map attachment describing a proposed FAS project in Lane County.

This proposed project is a diamond-type interchange at the intersection of Belt Line Road, FAS 860, and River Road, FAS 219, (Junction City-Eugene State Secondary Highway). The structure is to be on Belt Line Road and spanning River Road. Special telephonic approval was requested and received from the Highway Commission so this project could be on the August 28 letting.

This project has been investigated and is eligible for the use of Federal-aid Secondary funds. The estimated cost of this project is $750,000; however, Lane County has only $425,000 in matched FAS funds. The State's share will be $85,000 and the remainder of costs above the $425,000 will be 100% Lane County.

If satisfactory, this project should be presented to the Commission for formal approval at the July 8 meeting. A draft of a suggested letter to the Commission is attached.

Harold Reynoldson by

Harold Reynoldson
Planning Engineer
County-City Division

HR:eb
Att.

RECEIVED
JUN 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1969

SUBJECT: River Road Interchange Section
Belt Line Road, FAS 860
Lane County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

On June 22 this office received a request from Lane County for a project on Belt Line Road, FAS 860. The alignment of Belt Line Road will be improved along with an interchange at the intersection with the Junction City-Eugene Highway, FAS 219, (also called River Road). The interchange is to be a full diamond with a structure over FAS 219.

On June 23 the County submitted a vicinity map for the Bridge Division's use in designing the interchange structure.

In their request, Lane County suggested an August 1 letting date for the project. However in a phone conversation yesterday, Mr. G. K. Attig informed me that it would be about three weeks before the County prepared the plans for the earth work and submitted them for Highway Department comment and approval. In this conversation Mr. Attig stated that our August 28 letting date would be more realistic. In order to get the preparation of the plans underway it requires that a prefix be assigned, which according to our policy requires prior Highway Commission approval. Since the request for this project was received too late for the May 27 Commission meeting and the next meeting will not be until July 8, it is requested that special Commission approval be obtained for this project.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County and City Division

HR:eb

RECEIVED
JUN 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Remarks re Section V All materials to be furnished by Contractor.

VI. FINANCIAL DATA

1. Estimated Cost: $ 750,000.00*
2. Available FAS Funds: $ 425,000.00
3. Date match money is available: immediately
4. Will there be any 100% County money? Yes X No___
5. Maximum Amount of 100% County Money Available: $400,000.00
6. Date County requests letting: August ~~1~~ 28, 1969 See letter attached.

Remarks re Section VI * includes right-of-way costs.

UNUSUAL OR COMPLICATED CIRCUMSTANCES:

Fed Funds	255,000
State Share	85,000
County share	85,000
Total FAS Funds	425,000

By
County Judge or Comm. Chairman

By
County Commissioner

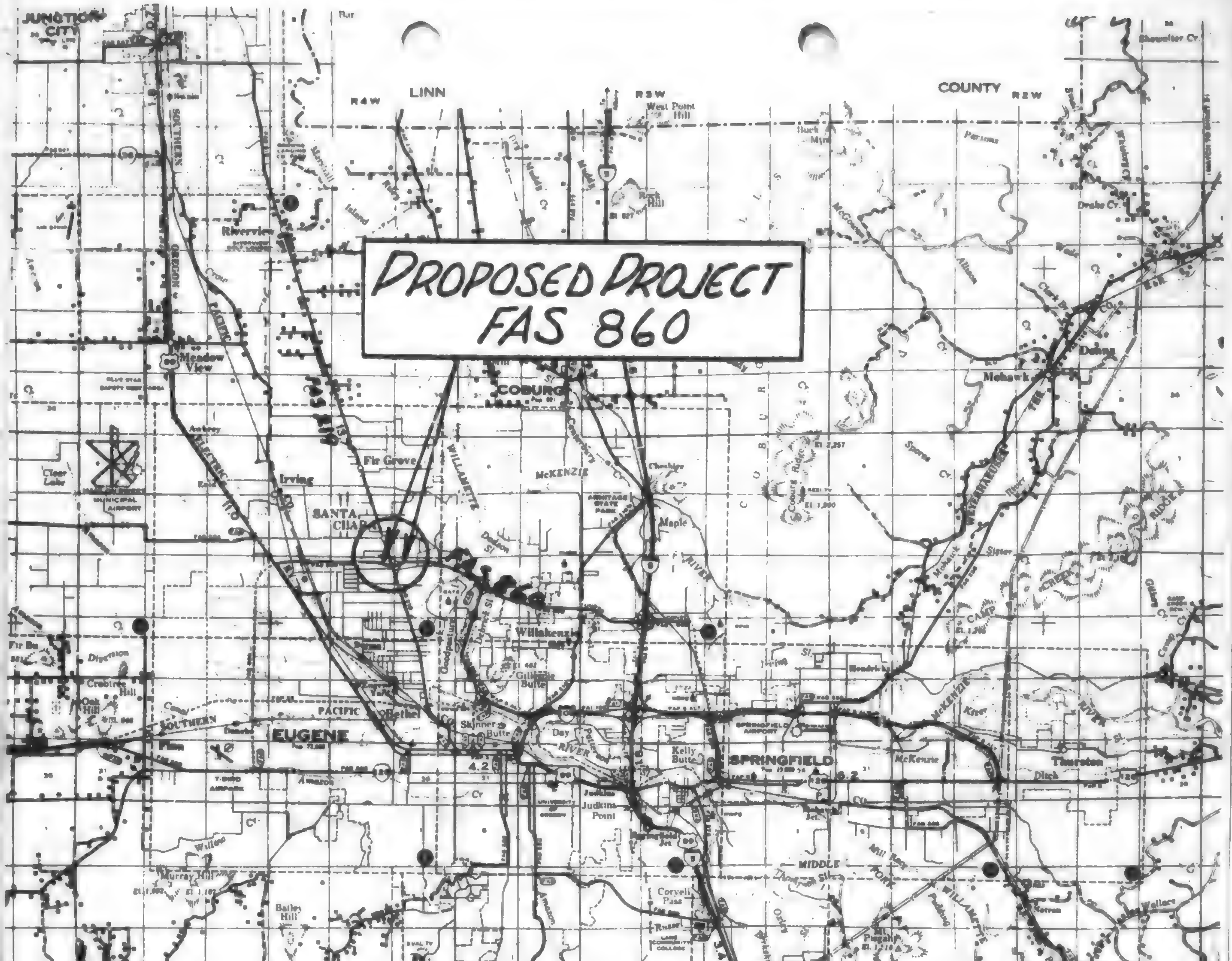
By
County Commissioner

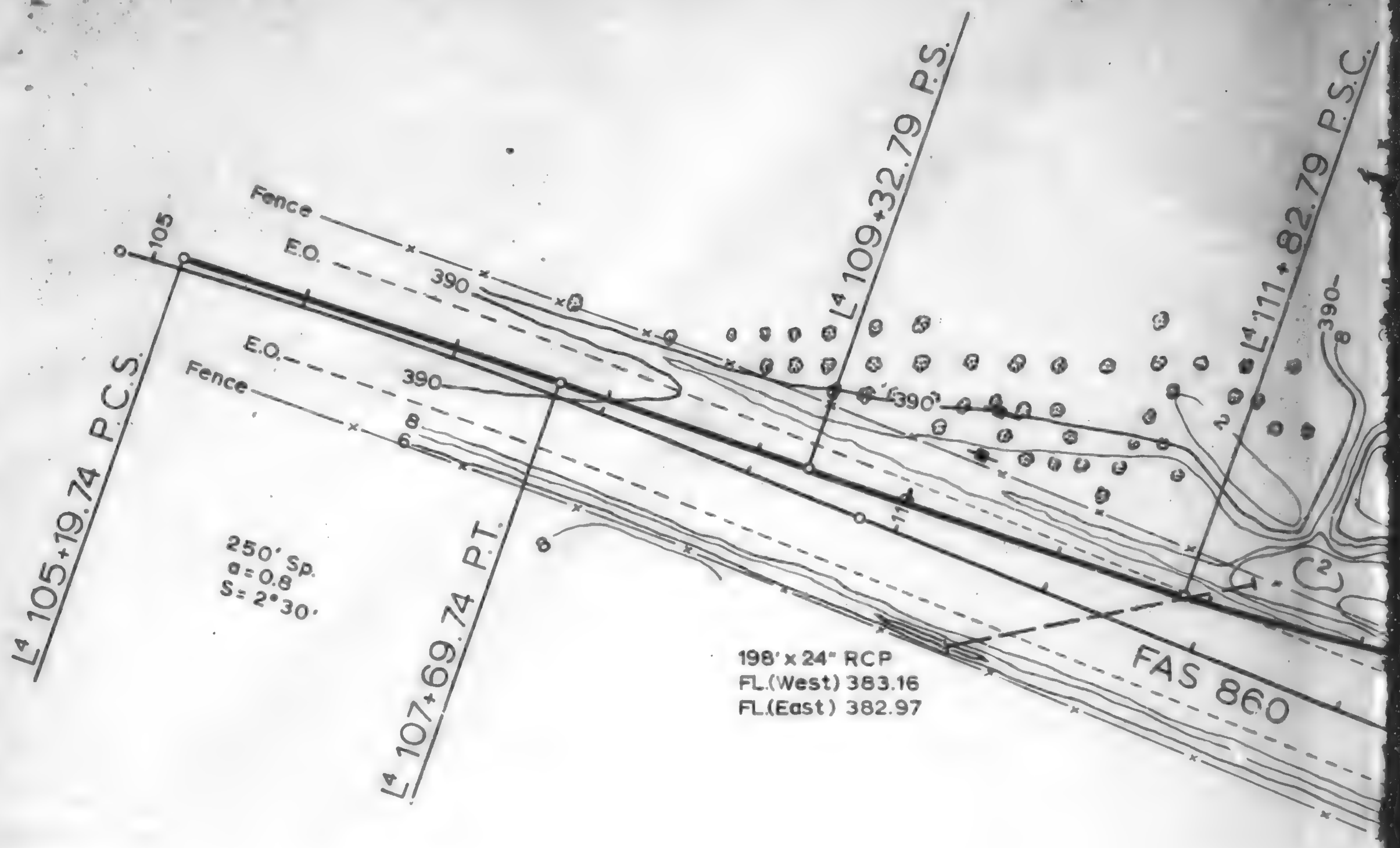
By
County Engineer or Roadmaster

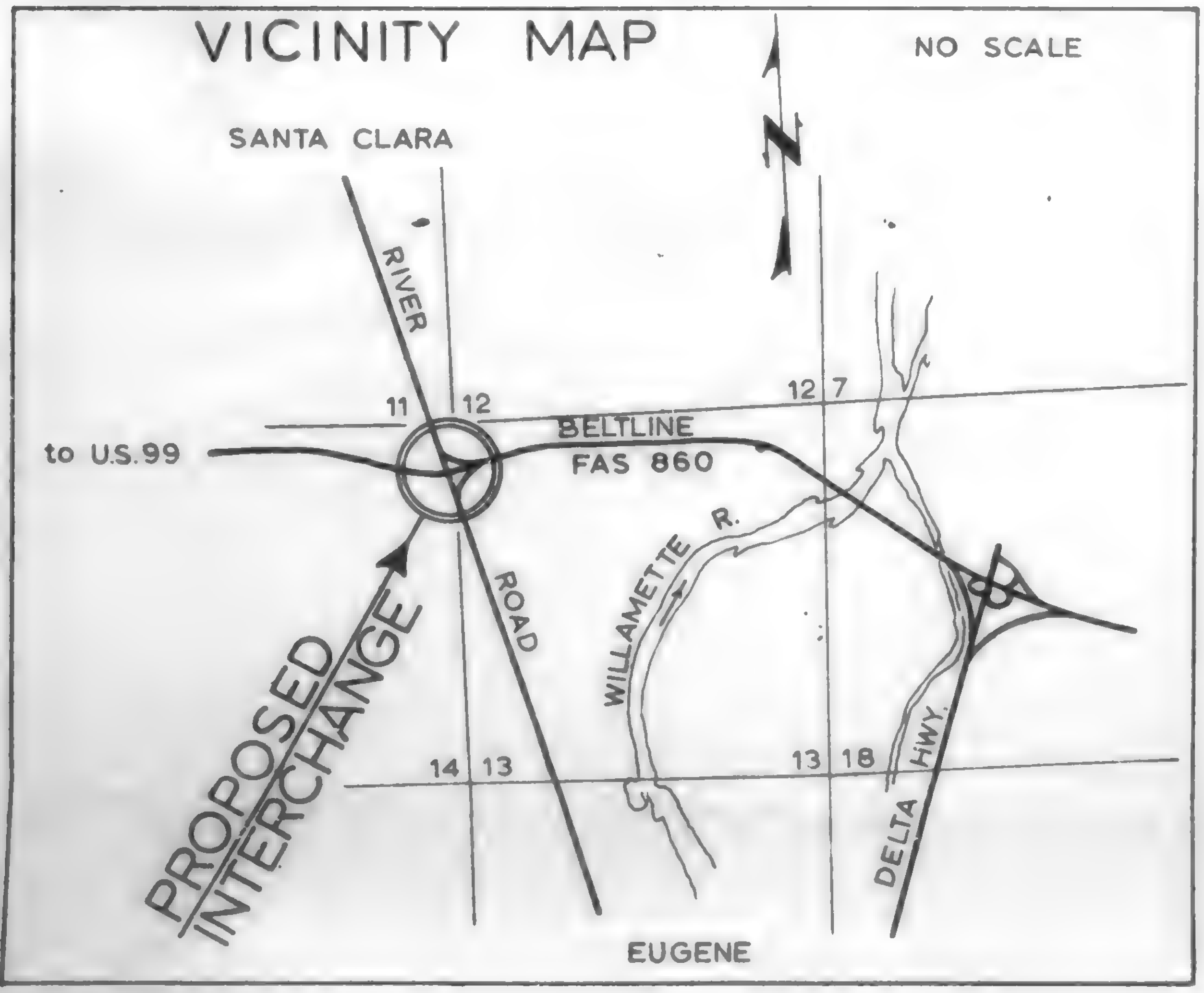
County Lane
Date April 9 1969

O.S.H.D. Field Engineer

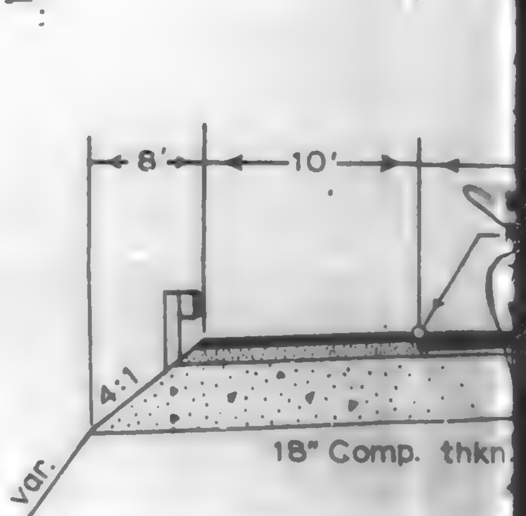
Date__________


PROPOSED PROJECT
FAS 860
LANE COUNTY
JUNCTION CITY
LINN
COUNTY
R4W
R3W
R2W
West Point Hill
Riverview
Meadow View
COBURG
Fir Grove
Irving
SANTA CLARA
McKENZIE
WILLAMETTE
Maple
Willakenzie
Gillespie Butte
Bethel
EUGENE
Skinner Butte
SPRINGFIELD
Kelly Butte
Judkins Point
Mohawk
Thurston
Clear Lake
MIDDLE FORK
Bailey Hill
Murray Hill
Spencer Butte
Coryell Pass
GOSHEN
Shorty Mtn
PLEASANT HILL
Sellers Butte
JASPER
CAMAS SWALE
CRESWELL
Cloverdale
Fox Hollow
Gillespie Corners
Rebel Cr.
Coyote Creek
Dedrick
Crest Hill
Oak Hill
SOUTHERN PACIFIC
N

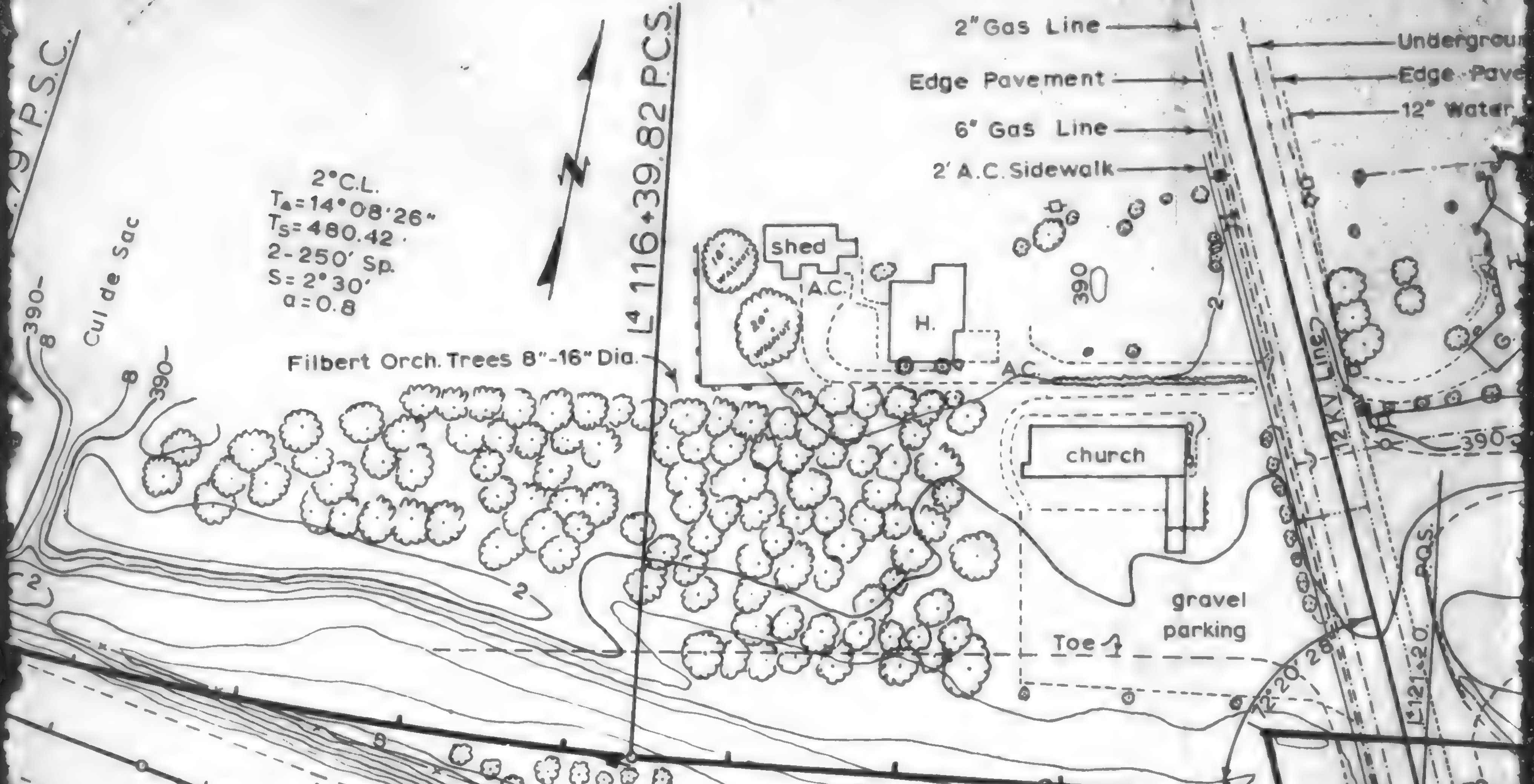


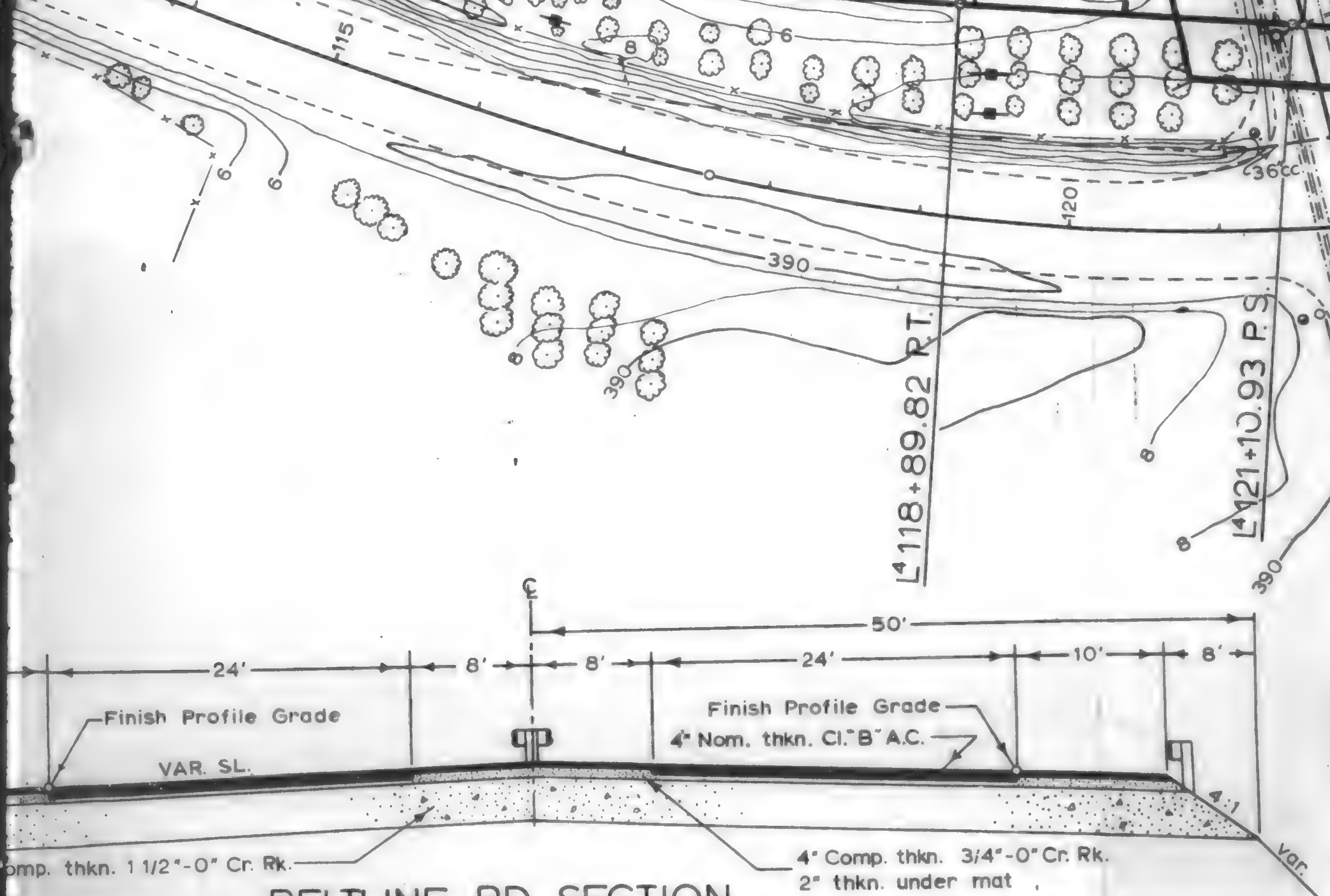

VICINITY MAP

NO SCALE

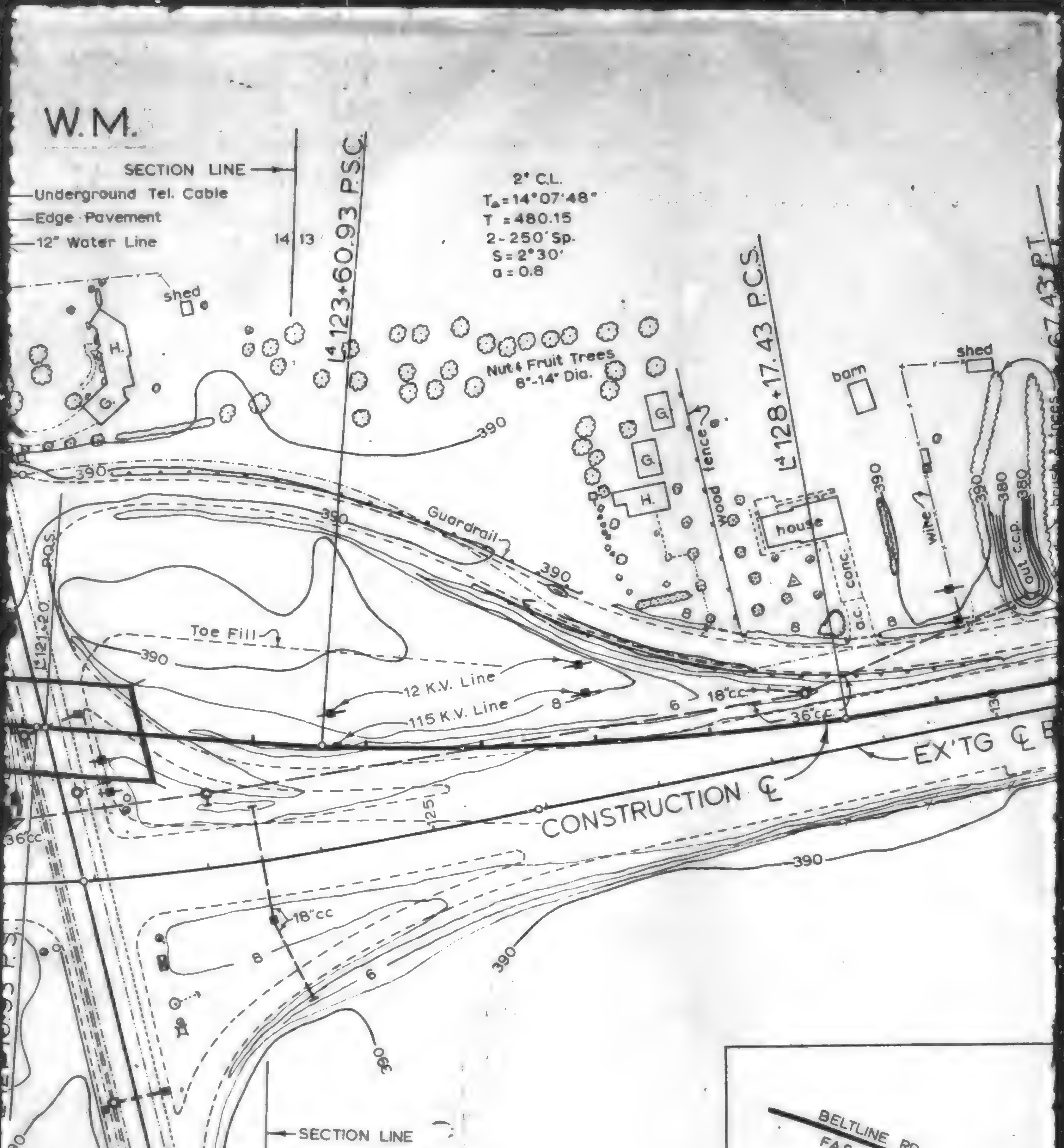


T17S, R4W, SEC. 13 & 14 W.M

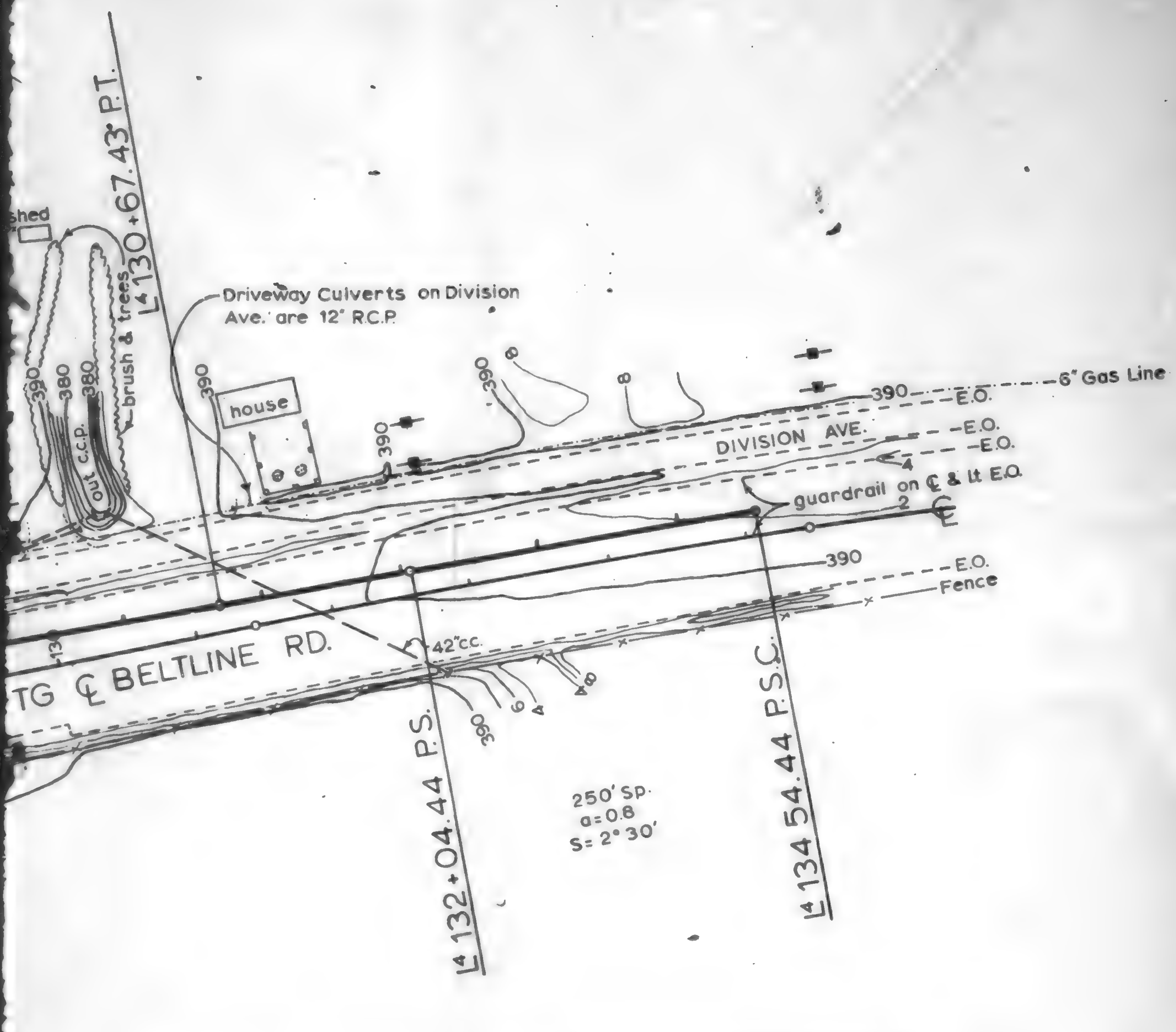


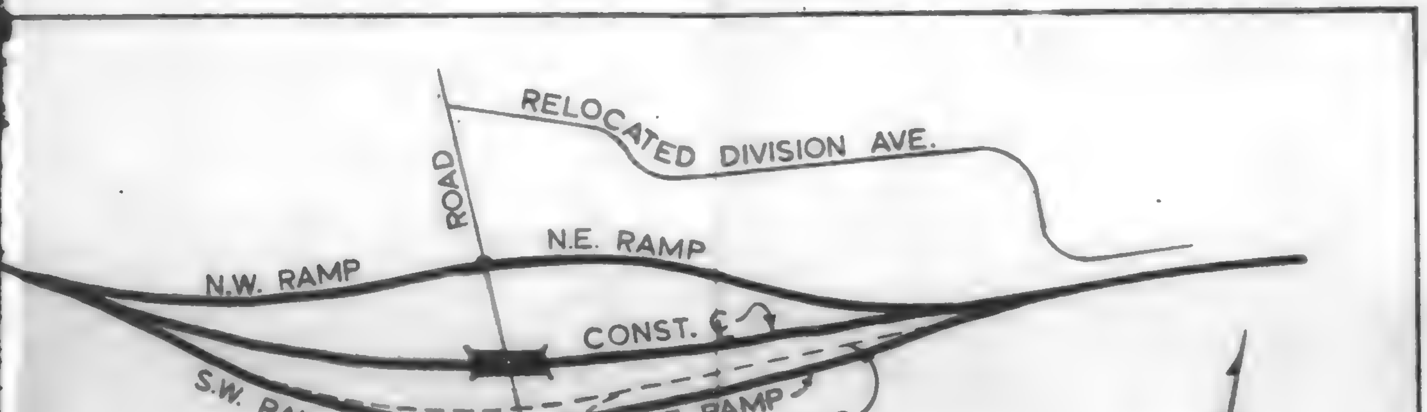


BELTLINE RD. SECTION



MAP
SCALE: 1"=100'
CONTOUR INTERVAL: 2'





RAMP LOCATION

NO SCALE

5-5-69

Page 14B EUGENE REGISTER-GUARD, Monday, April 28, 1969

NOTICE

Notice is hereby given that Lane County has proposed plans for future right-of-way acquisition and construction on the River Road Section of the Belt Line Road (County Road #300) County Road, lying partially within the community of Santa Clara, Lane County, Oregon.

The proposal consists of the construction of a 4-Lane structure and a diamond interchange from Belt Line Road to River Road. Also included is the relocation of Division Street to intersect River Road at Ruby Avenue.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal. If any interested person desires such a hearing, a request for a hearing should be directed to the Board of County Commissioners, Room 203, Courthouse, Eugene, Oregon, on or before May 19, 1969.

Lane County
Department of
Public Works
P. O. Box 2729
Eugene, Oregon 97402

No. 1425—May 5, 1969.

Page 12B EUGENE REGISTER-GUARD, Monday, May 5, 1969

NOTICE

Notice is hereby given that Lane County has proposed plans for future right-of-way acquisition and construction on the River Road Section of the Belt Line Road (County Road #300) County Road, lying partially within the community of Santa Clara, Lane County, Oregon.

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Lane County
Department of
Public Works
P. O. Box 2729
Eugene, Oregon 97402

No. 1425—May 5, 1969.

NOTED
R. H. PRANGE

RECEIVED
MAY 22 1969
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lane FAS No. 860 Date 3-20-69
County Road Name Belt Line Road
Section Name Pacific Highway West - I 5 Length ______
Type of Project Overhead & Diamond Interchange Construction
Location of Project (Attach sketch map) Near Santa Clara
ADT 15,000 Road Class (Hwy. standard) Class A

I. ROAD PROJECT DATA

1. Traveled Surface: Type Asphalt Conc. Width 64'

2. Shoulders: Type Asph. Conc. Width 10'
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County ______ County Date of Completion ______ By Contract X

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract X
Has base design been given to County? Yes X No ___
Will it be furnished? Yes X No ___

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract X

6. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract X

7. Clearing:
By County ______ County Date of Completion ______ By Contract X

8. Curbs:
Curbs Required? Yes ___ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.) ______
Width between Curbs ______

9. Are A.C. footpaths behind curbs desired? Yes ___ No ___ N.A.

10. Are there any structures to be replaced or altered? Yes ___ No X

11. Will replacement be by: County ______ Contract ______ N.A.
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4.)

12. Will County adjust structure to new grade? Yes ___ No ___ N.A.

13. Will County adjust structure to additional width? Yes ___ No ___ N.A.

14. Will adjusted width be standard? Yes____ No____ N.A.
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

15. Does County wish rounding of cutbanks? Yes X No____

16. Does County wish sight posts installed? Yes X No____

17. Does County wish guard rail installed? Yes X No____

18. Does County wish seeding and mulching incorporated into job?
Yes____ No X

19. Does County wish permanent signing and striping? Yes____ No X
(NOTE: State forces will perform signing and striping at 100% cost to County.)

20. Will traffic signals be required? Yes X No____
If yes, give location and type: at Ramp intersections with River Road, 3-phase (2)

21. Is project contingent upon other factors? Yes X No____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: To the extent that the grading & overall construction shall progress in such a manner to allow normal traffic flow at Belt Line - River Road intersection & operate existing 4-phase fully actuated signal installation as long as possible - Traffic splitting and detouring on ramps on a directional basis similarly, should be kept to XXXXXXXXXXXXXXX as short a time as possible. Also, the relocation of Division Avenue must be completed before the mainline and ramp grading can be completed.

II. BRIDGE PROJECT DATA

1. Name of river or stream None

2. Name of bridge Belt Line Overcrossing of River Road.

3. Location (Please attach map with location marked.):____________
Section 13 & 14 Township 17 South Range 3 West W.M.

4. Desired width of bridge 84' roadway
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes____ No X
Upstream________ Downstream________ Width________

6. Does County wish a particular type of bridge design? Yes____ No X
Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.____________

7. Will County furnish any materials for bridge? Yes___ No_X_
Explain____

8. Foundation Testing:
By County? Yes___ No_X_ By State? Yes_X_ No___

9. Can road be closed during construction? Yes___ No_X_

10. Detour:
Required? Yes_X_ No___ By County? Yes___ No_X_
By contractor? Yes_X_ No___

11. Approaches or Connections:
By County? Yes___ No_X_ By contractor? Yes_X_ No___
Traveled Surface: Type_Asph. Conc. Width_64'___
Shoulders: Type_Asph. Conc. Width_10'___
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail:
Desired on approaches or connections? Yes_X_ No___
Right side only? Yes___ No___ Both sides? Yes_X_ No___
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: None
Remain in place? Yes___ No___
Use for detour? Yes___ No___
Removed by County? Yes___ No___
Removed by contractor? Yes___ No___
Salvaged by contractor for County? Yes___ No___
(NOTE: If existing bridge salvaged by contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be: None
By County? Yes___ No___ By contractor? Yes___ No___

15. Will any of the following utilities be attached to this structure? None
a. Water Mains: Yes___ No___ Size_________
Company____
b. Sanitary Sewer Mains: Yes___ No___ Size_________
Company____
c. Storm Sewer: Yes___ No___ Size_________
Company____
d. Gas Mains: Yes___ No___ Size_________
Company____

e. Power Lines: Yes___ No___
Company________________________________
f. Telephone Lines: Yes___ No___
Company________________________________
g. Other Utilities? No utility holes are desired.

16. Does County wish provisions made for future utility attachment to structure? Yes____ No X

17. Does County wish lightpost bases and conduit installed? Yes X No___ Structure only.

18. Does County wish complete job of illumination in project?
Yes____ No X

19. Is project contingent upon other factors? Yes X No____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: The relocation of Division Avenue must be completed before the mainline and ramp grading can be completed.

Remarks re Section II________________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes____ No X By County? Yes X No____
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes X No____

3. Construction plans and specifications to be prepared:
By State? Yes X No____ By County? Yes____ No____

Remarks re Section III________________________________

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 800'+ Minimum 120'

2. Is any additional right-of-way needed? Yes X No___

3. Will right-of-way be acquired by: Resolution_____ or Deed X

4. Should State prepare options? Yes____ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No X

6. Should material source site be included in right-of-way descriptions? Yes____ No X

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes X No____ (Filbert)

9. Will timber become property of contractor? Yes____ No X

10. Does project run inside a city? Yes____ No X (In Urban area but not inside City limits.) (NOTE: If right-of-way is procured in community with post office or in an incorporated city, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes X No____
If yes, give type and name of utility company Electric (Eugene Water & Electric Board).

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company San. Sewer (City of Eugene); Water (River Rd. Water Dist.); Gas (Northwest Natural Gas Co); Storm Sewer (Oregon State Highway Department & School Dist. #4); Electric (Eugene Water & Electric Board).

13. Are utilities on existing right-of-way by permit X, or by franchise_____?
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities? Yes____ No X
If yes, give name of irrigation company or district__________________
and dates between which water can be turned off: From______________
To_______________

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad None

17. Number of Tracks: Mainline____ Siding____ Total________ N.A.

18. Sight Distance: ______________(Left) ______________(Right) N.A.

19. Number of Trains: Passenger_____ Speed_____ N.A.
Freight _____ Speed_____

20. Angle of Intersection: 72° 20' 28"

21. Type of Existing Crossing: N.A.
Grade___ Overcrossing___ Undercrossing___

22. Existing Protection: N.A.
Advance Warning Signs___ Crossbucks___ Stop Signs___
Automatic Flashing___ Automatic Bell___ Gates___

23. Proposed Protection:______________________________ N.A.

24. Will railroad crossing be altered? Yes___ No___ N.A.
If yes, specify:______________________________

25. Does County wish State to prepare P.U.C. hearing data? Yes___ No___ N.A.

26. Will P.U.C. application be made by State____, or County____? N.A.
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

27. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes X No___
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days written notice prior to the intended vacation date.)

Remarks re Section IV Lane County will prepare deeds and acquire all additinal right-of-way. Lane County will also make arrangements to have conflicting utilities moved and/or adjusted.

V. MATERIAL SOURCES DATA Contractor's option; County will not furnish a materials source.

1. Gravel_________ Quarry_________ Cinders_________

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: ___________ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments? N.A.

5. Materials furnished by County: Borrow_____ Select Topping_____ None
Base Course_____ Level Course_____ Mineral Aggregates_____
Location______________________________
Miscellaneous Items:______________________________

Remarks re Section V All materials to be furnished by Contractor.

VI. FINANCIAL DATA

1. Estimated Cost: $ 750,000.00*
2. Available FAS Funds: $ 425,000.00
3. Date match money is available: immediately
4. Will there be any 100% County money? Yes X No___
5. Maximum Amount of 100% County Money Available: $400,000.00
6. Date County requests letting: August 1, 1969

Remarks re Section VI * includes right-of-way costs.

UNUSUAL OR COMPLICATED CIRCUMSTANCES:

By Frank Elliott
County ~~Judge~~ or Comm. Chairman

By Ken E. Omlid
County Commissioner

By
County Commissioner

By
County Engineer or Roadmaster

County Lane
Date April 9, 1969

O.S.H.D. Field Engineer

Date

SU-508(4) Walker Rd. & Jenkins Rd. Sec's.1970
on FAS 630 (Murray Rd.) near
#7341 Beaverton (Traffic signals)

C&A 3875
2-10-70

RECEIVED
MAY 10 1971

FOR FILING

511-508(4)
7341

May 10, 1971

General Insurance Company of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On May 7, 1971, we wrote to you concerning release of final payment on Contract No. 7341 awarded to W. R. Grasle Company for traffic signal installation on the Walker Road and Jenkins Road Section of FAS 630 in Washington County.

Final payment on this contract is $450.00 and the total contract amount is $47,306.01, including $101.83 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc
W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

bc Frank Morgan
Ivan Merchant
L. W. Rulien
V. E. Skoog
Attn: John Herr

RECEIVED
MAY 7 - 1971
FOR FILING

SU-508(4)
7341

May 5, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed December 9, 1970 on Contract No. 7341. The contract was W. R. Grasle Company and was for a traffic signal installation on the Walker Road and Jenkins Road Section of FAS 630 in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 5, 1971 and that you concur in this procedure at the Commission meeting on June 22, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

SU-508(4)
7341

FINAL WEEKLY REPORT

C

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Walker Road and Jenkins Road	WEEK ENDING: February 20, 1971
		SECTION PREFIX: 534-1046
	HIGHWAY: FAS 630	COUNTY: Washington
NAME OF JOB: Walker Road & Jenkins Road	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: W.D. Grasle Co.	CONTRACT NUMBER: 7341	FEDERAL AID PROJECT NUMBER: SU-508(4)
DATE OF CONTRACT: March 5, 1970	DATE WORK STARTED: August 24, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS: 240	CALENDAR DAYS USED: 268
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 112%
PROJECT AUTHORIZATION: $ 56,299.65		
EXCLUSIVE OF ENGINEERING: $ 51,382.65	ENGINEERING AUTHORIZATION: $ 4,917.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 51,382.65	ENGINEERING COST TO DATE: $ 4,990.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION: 100%	DATE PROJECT WAS COMPLETED: December 9, 1970

Semi-final submitted February 19, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Walker		Jenkins					
PERCENT	100%		100%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2-14	Cloudy Rain	0		
MONDAY 2-15	Cloudy Rain	0		
TUESDAY 2-16	Fair	0		
WEDNESDAY 2-17	Cloudy	0		
THURSDAY 2-18	Cloudy Rain	0		
FRIDAY 2-19	Fair Cool	0		BEN GIFFORD
SATURDAY 2-20		0		

RECEIVED
FEB 24 1971
CONSTRUCTION
DIVISION

Koufing
Morgen
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

2-14 SUNDAY	All work complete
2-15 MONDAY	
2-16 TUESDAY	
2-17 WEDNESDAY	
2-18 THURSDAY	
2-19 FRIDAY	
2-20 SATURDAY	

REMARKS

New signals in operation at both intersections.

Semi-final submitted February 19, 1971.

SIGNED LOCATION Aloha

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 1 1971
FOR FILING

STATE COPY

SU-508(4)	
7341	

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

1-27-71

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE Oregon	REGION NO. 8
SIGNATURE	COUNTY Washington	
TITLE Construction Engineer	PROJECT NO. SU-508(4)	
BUREAU OF PUBLIC ROADS INSPECTION MADE BY P. K. O'Neil, Asst Area Engineer	DATE OF INSPECTION 1-21-71	
IN COMPANY WITH *See below		
CONTRACTOR'S NAME W. R. Grasle Co.	CONTRACT AMOUNT $49,170	

DESCRIPTION OF IMPROVEMENT AS PROGRAMED	IMPROVEMENT AS CONSTRUCTED				
	ROADBED (*Width* ______ *feet*)			STRUCTURES OVER 20-FOOT SPAN	
	TYPE CODE NUMBER	NET LENGTH (*Miles*)	BASE SURFACING WIDTH (*Feet*)	TYPE CODE NUMBER	NET LENGTH (*Miles*)
Installation of traffic signals at the intersections of Walker Road and Jenkins Road with Murray Road. cy & Mayor 6-16-71	—			—	

NOTED
A. E. JOHNSON

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

*C.T.Christiansen, Area Engr, FHWA
A. Harwood, Regional Const Engr, OSHD
R. W. Failmezger, Regional Traffic Engr, OSHD
T. Spear, Acting Traffic Engr, Washington Co.
E. Rodrigues, Res Engr, OSHD

RECEIVED
JUN 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WALKER ROAD AND JENKINS ROAD SECTION
FAS 630
Traffic Signals

NOTED
TOM EDWARDS

The work on this project was started on March 17, 1970 and completed on December 9, 1970. Total time used was 268 calendar days with a contract time of 240 calendar days resulting in 28 days of liquidated damages.

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE R. E. Simpson,	
TITLE Area Engineer	DATE 1-26-71	TITLE Division Engineer	DATE 1-27-71

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

The project was constructed in reasonable conformance with the dimensions shown on the plans and specifications with one exception. The location of one loop detector at each intersection was improperly located. The State has agreed to relocate the two loop detectors.

On future traffic signal installations where pedestrian signals are installed more consideration should be given to the pedestrian at the planning stage. A stripping plan should accompany all traffic installation plans and the stripping should be incorporated into the project.

STATE COPY

Form Approved; Budget Bureau No. 04-R2089.1

MONTHLY TRANSACTION NO. 3-50	FORM PR-2 (REV. 5-66) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Washington
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 3-20-70	PROJECT NO. SU-508(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Walker Road and Jenkins Road Sections on FAS 630

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-29-70	0.00
OTHER (Specify)		

FUNDS Pro rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 56,300	$ 35,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By ______
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer MAR 20 1970

EXISTING STOCKS OF PR-2 (REV. 3-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. SU-508(4)

WALKER ROAD AND JENKINS ROAD SECTIONS

ON FAS 630 IN WASHINGTON COUNTY

SALEM, OREGON, MARCH 10, 1970

Project Agreement Estimate.

Type Code Y031
Traffic Signals (Sta. 46+74 and Sta. 73+87)

Temporary Protection and Direction of Traffic	All Required	$ 780.00
Traffic Signal Installation, Complete	All Required	46,650.00
Fire Pre-emption Equipment Installation, Complete	All Required	1,740.00
	Subtotal	$49,170.00
	Engr. & Cont.	7,130.00
	Total	$56,300.00

Length of Project - - - - - 0.00 Mile

Federal Funds	$35,700.00
State Funds	10,300.00
County Funds	10,300.00
Total	$56,300.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%

Contract No. 7341

Prefix: 534-1046

RECEIVED
APR 14 1970
FOR FILING

SU-508 (4)

7341

March 5, 1970

W. R. Grasle Co.
437 N.W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on February 24 accepted your proposal for traffic signal installation at the intersection of Walker Road and Jenkins Road on FAS 630 in Washington County for the sum of $49,170 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Washington County was received and the sum of $11,300 was deposited by the County.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7341.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 17, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
L. W. Bulien
Enrique Rodriquez

RECEIVED
FEB 16 1970
FOR FILING

SU-508(4)

4341

4178

February 10, 1970

MISC. CONTRACTS and
AGREEMENTS No. 3875

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

Attention: Roger Thomssen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering traffic control signals at the intersections with Walker and Jenkins Roads with Murray Boulevard (FAS 630).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
JAN 30 1970
FOR FILING

SU-508(4)

7341

January 29, 1970

Mr. Ken Mong
Director of Public Works
Washington County Courthouse
Second and Main Streets
Hillsboro, Oregon 97123

8178

Dear Mr. Mong:

This will acknowledge your letter of January 23 concerning the proposed installation of permanent traffic signals at the intersection of the Tualatin Valley Highway and S. W. Murray Boulevard.

We understand that because of your negotiations with the City of Beaverton and the Railroad there will be some delay in the final consummation of these agreements.

In regard to your comments on the agreement, Mr. L. E. George of this office and Mr. Crockett of your office have discussed these matters and it is understood that Mr. Crockett will revise the agreements and mail them to this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Crandall
H. S. Cox (enc.)
L. W. Rulien (enc.)

VPJ:ji ja

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
JOHN C. ANICKER
LYELL GARDNER
WILLIAM MASTERS
BURTON C. WILSON JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

January 23, 1970

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attn: Mr. Tom Edwards, Assistant State Highway Engineer

Dear Mr. Edwards:

I am in receipt of your letter and form of agreement for the installation of permanent traffic signals at the intersection of S. W. Murray Blvd. and Tualatin Valley Highway (State Primary #29). As you are aware, the installation of signals and railroad crossing gates at this intersection is programmed to be a four-agency cooperative project.

In order to place the plan in operation I wish to present to our Board of County Commissioners the subject agreement with the State, an agreement between the County and the Railroad and an agreement between the County and the City of Beaverton all at the same time and, therefore, I shall hold your agreement until I have the other two. A check with Southern Pacific Railroad this date reveals that the matter is now in their San Francisco office and Mr. Ernie Kendrew informs me that he will do everything possible to expedite delivering this agreement form to the County. We are also proceeding to prepare an agreement form for execution by the City of Beaverton. This letter, therefore, is to acknowledge receipt and inform you of an anticipated delay.

Incidentally, in looking over your agreement, I have three comments as follows:

1. In paragraph 4 under "Recitals", the signal inter-tie would connect with proposed railroad crossing gates rather than existing railroad grade crossing signals as set forth.
2. In paragraph 4 under "Things to be done by the State", "State shall refund to City, etc." should be changed to "State shall refund to County, etc.".
3. There should be a clause indicating that the equipment presently existing at the intersection was paid for and belongs to Washington County and will become the property of Washington County upon it's removal from service.

Bud-RD
cc Edw

If you have any further questions on this matter, please inform me. We appreciate your expeditious handling of this agreement.

Very truly yours,

KMeng

Ken Meng
Director of Public Works

RECEIVED
JAN 27 1970
TRAFFIC ENGINEERING

RECEIVED
JAN 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

KM:jt
cc: Southern Pacific, City of Beaverton

1-28-70

TRANSACTION NUMBER 2-4

ORM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 1-28-70
BY (Signature) MR. YOUNG'S DECEMBER 23, 1969 LETTER	
TITLE PROGRAM AND PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

TAGE 1* TEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1019 THRU ______

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
19	SU 508(4)	0.00	50,000	31,500	WALKER ROAD & JENKINS ROAD INTERSECTIONS WITH MURRAY BLVD.	INSTALL TRAFFIC SIGNALS

Young
1-30-'70

RECEIVED
JAN 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MARKS (Division) THIS PROJECT IS APPROVED UNDER THE PROVISIONS OF SECTION 4(E)(3) OF IM 50-7-70 DATED JANUARY 12, 1970. YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

THIS AUTHORIZATION IS CONDITIONED ON THE FURNISHING OF WRITTEN CONFIRMATION OF YOUR JANUARY 27, 1970 VERBAL ASSURANCE PRIOR TO BID OPENING THAT CRAG HAS GIVEN THIS PROJECT A FAVORABLE REVIEW UNDER THE REQUIREMENTS OF IM 21-12-67.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-28-70	R. E. SIMPSON, DIVISION ENGINEER

RECEIVED
FEB 2 - 1970
FOR FILE
SU 508(4)
13411

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

CRAG
COLUMBIA REGION ASSOCIATION of GOVERNMENTS
[illegible] S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331
CLACKAMAS COUNTY, OREGON
Cities in Clackamas County
CLARK COUNTY, WASHINGTON
Cities in Clark County
MULTNOMAH COUNTY, OREGON
Cities in Multnomah County
WASHINGTON COUNTY, OREGON
Cities in Washington County

RECEIVED
JAN 29 1970

SU 508(4)
7341

January 27, 1970

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

Attached is a map reflecting the current land use of properties adjacent to the proposed signal projects on Murray Road at the intersection of Jenkins Road and Walker Road.

The Executive Committee of the Columbia Region Association of Governments, in their meeting of January 16, 1970, approved the proposal to signalize those two intersections. Both were found to be compatible with the movement of traffic as is reflected in the Portland-Vancouver Metropolitan Street and Highway Plan.

Sincerely yours,

Homer C. Chandler

Homer C. Chandler
Executive Director

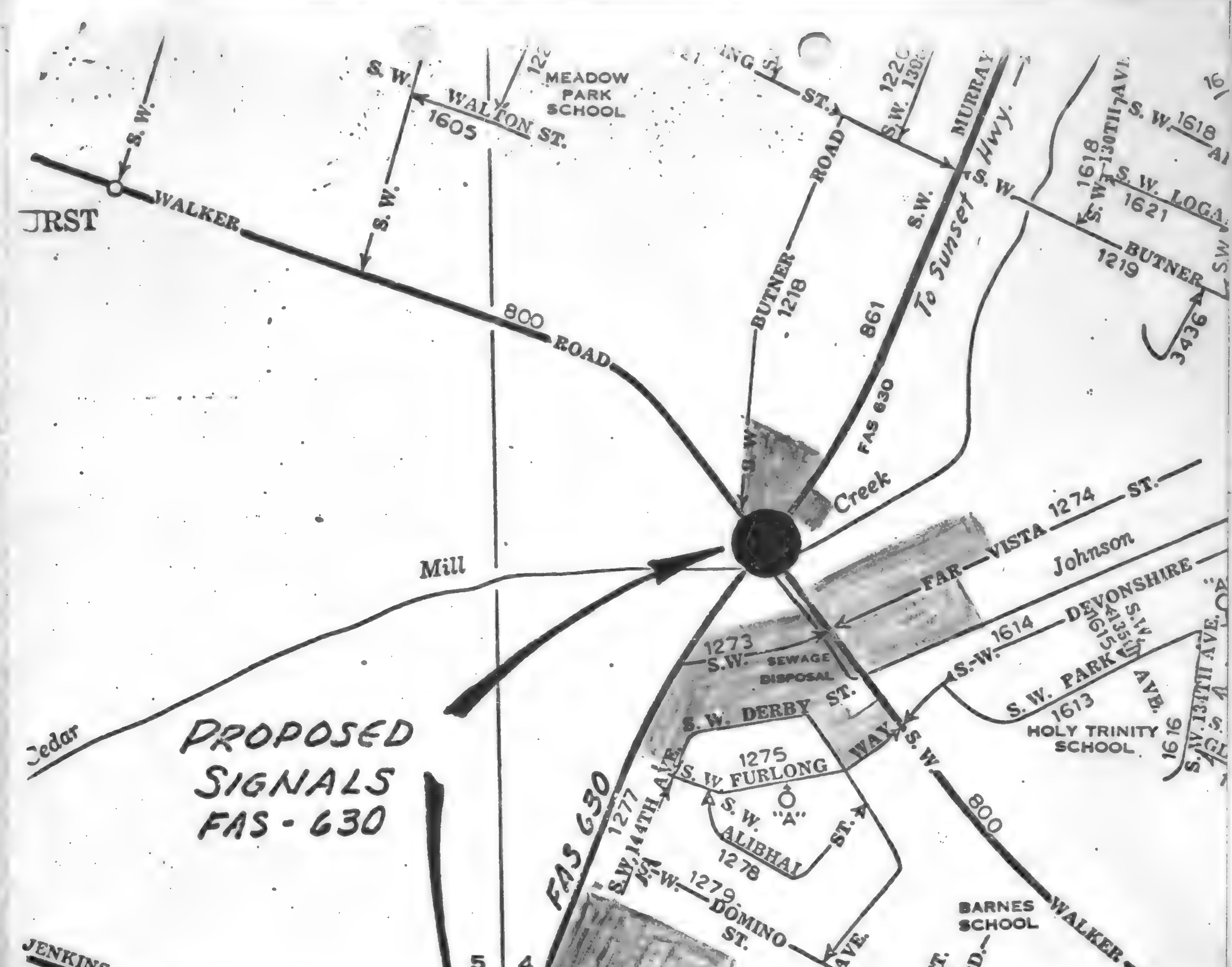
HCC:jec

Attachment

Copy ltr & incoming map
to Schroeder
1-29-70

NOTED
TOM EDWARDS

RECEIVED
JAN 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER


PROPOSED SIGNALS FAS - 630
RESIDENTIAL
VACANT
WASHINGTON COUNTY
MEADOW PARK SCHOOL
S. W. WALTON ST. 1605
S. W. WALKER 800 ROAD
S. W. BUTNER ROAD 1218
S. W. MURRAY 861 FAS 630
To Sunset Hwy.
S. W. LOGAN 1621
S. W. BUTNER 1219
S. W. 130TH AVE. 1618
Mill Creek
Cedar
S. W. FAR VISTA 1274 ST.
Johnson
S. W. DEVONSHIRE 1614
S. W. 1273 SEWAGE DISPOSAL
S. W. DERBY ST.
WAY
S. W. PARK 1613
HOLY TRINITY SCHOOL
S. W. FURLONG 1275
S. W. ALIBHAI ST. 1278
"A"
S. W. 144TH AVE. 1277
FAS 630
S. W. 1279 DOMINO ST.
AVE.
S. W. WALKER 800
BARNES SCHOOL
S. W. BRIGGS CT. 1302
RD.
S. W. 139th 3437
S. W. BRIGHTWOOD ST. 3439
S. W. BURLWOOD ST. 3438
S. W. BRIGGS 1299
AVE. 1181
1305
"B"
"A"
ECOLE
S. W. 1303
S. W. BALSAM
S. W. CASTLEWOOD ST. 1304
JENKINS 1201 ROAD FAS 676
S. W. JENKINS
To Beaverton
S. W. BLUMLEIN RD.
MURRAY BLVD. 1480
5 4
8 9
JRST
3436

RECEIVED
JAN 28 1970

SU-508(4)
1341

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
JOHN C. ANICKER
LYELL GARDNER
WILLIAM MASTERS
BURTON C. WILSON JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

January 22, 1970

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

I am transmitting herewith a Washington County check No. 4612 in the amount of $4,500.00. This was the amount agreed upon to be deposited by the County with the Oregon State Highway Department to enable the State Highway Department to install temporary traffic signals at intersections of S. W. Murray Boulevard and Jenkins and Walker Roads in Washington County.

It is understood that as indicated in your communication that this is an estimate of the actual cost. The actual cost may deviate from this figure some small amount, and final accounting will be made upon completion of the installation and billing made to the County by the State Highway Department.

It is further understood that when permanent signals are installed the temporary equipment referred to in this letter will become the property of Washington County and it will be the County's responsibility to remove from the intersection and salvage said material.

Thank you very much for your cooperation in this matter and I understand that the work is progressing as we had discussed previously. If there is any further help we might be on this project, please get in touch with this office.

Yours very truly,

John F. Crockett

John F. Crockett
Chief, Engineering Division

1-26-70
Ck # 4612 in amt
$4,500 w/copy
ltr to accounting
copy ltr only to Bud George
W. J. Cox

JFC:bh

cc: Director of Public Works

Enc. Check $4,500.00

NOTED
TOM EDWARDS

RECEIVED
JAN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 28 1970
FOR FILING
SU-508(4)
7341

January 21, 1970

Mr. Ken Meng
Director of Public Works
Washington County Courthouse
Hillsboro, Oregon 97123

Dear Mr. Meng:

This will acknowledge your letter of December 10 concerning the installation of traffic signals at the intersection of the Tualatin Valley Highway and Murray Boulevard in Beaverton.

It is believed best that the main agreement be between the State Highway Division and Washington County. Any participation by the City of Beaverton should be subject to an arrangement between the County and City.

There are attached two copies of the agreement worded on this basis. Will you please arrange for the signing of these agreements by the Board of County Commissioners and return them to this office. We will then arrange for their approval by the State Highway Commission, after which you will be furnished with a fully executed copy.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (2)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.)
H. S. Cox (enc.)

VPJ:mk ja

Valley Times, Beaverton------------------12-25

Murray Blvd. traffic control plans advance

Murray Blvd., earlier known as 145th avenue, with its rapidly growing volume of traffic has been subject of consideration by both public and private agencies.

The county on recommendation of Ken Meng, director of public works, recently authorized no parking signs on both sides of SW Murray Blvd. between SW Milliken Way and SW Farmington Road. The majority of land abutting this portion of the highway is in the City of Beaverton which has an off-street parking requirement.

The posting with no-parking signs now was recommended by Meng with the observation that after development has been made it is more difficult to restrict parking than to require it in advance of development with property owners anticipating the need for off-street parking as they plan and build. build.

Another step in traffic regulation has come through joint agreement of county, City of Beaverton, Southern Pacific Company and State Highway Department for installation of permanent traffic signals and railroad crossing gates at the intersection of the Tualatin Valley Hwy. and SW Murray Blvd.

Under the agreement the Southern Pacific Company will pay $10,600 toward installation of automatic railroad gates with the city of Beaverton paying $5,300 for this purpose and the county $5,300 for a total of $21,200.

To signalize the intersection the city will provide $7,000, the state $14,000, and the county $7,000 for a total of $28,000.

For an inter-connect between the signal systems the railroad will pay $1,500 and the county $1,500 for a total of $3,000.

The total cost of the traffic signal, railroad gates and inter-tie between the two is estimated at $54,200.

In submitting the project to the Board of County Commissioners for approval Meng pointed out that the normal lead time for installation and final payment ranges from 12 to 18 months, thereby permitting sufficient time for each agency to budget for the work.

The county in addition would be responsible for cost of $2,000 for removal of existing signals.

In November the Director of Public Works forwarded to the Board of County Commissioners an application for a Federal Aid Secondary project calling for the improvement of SW Murray Blvd. between Farmington Road and SW Allen Avenue.

The requested project called for concrete curbs and width of 64 feet to curbs allowing for four lanes of traffic with a 16 foot medium for left turn refuges. Specifications to be developed will call for alternate bids on standard rock and asphalt construction and full depth asphaltic concrete construction.

Much of the engineering work on the proposed FAS project has been performed by the state but some updating will be required.

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
JOHN C. ANICKER
LYELL GARDNER
WILLIAM MASTERS
BURTON C. WILSON JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8[illegible]95

RECEIVED
DEC 12 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

December 10, 1969

Oregon State Highway Department
City-County Engineer
State Highway Building
Salem, Oregon 97310

Ref: Traffic Signals, S.W.
Former S.W. 145th -> Murray Blvd.- Tualatin
Valley Highway

Gentlemen:

With reference to Mr. Tom Edwards letter of April 30, 1969, please be advised the Washington County Board of Commissioners, at their regular meeting Tuesday, December 9, 1969, authorized this department to secure a form of agreement between the necessary jurisdictions for the installation of the permanent traffic control signals at the intersection of S. W. Murray Blvd. and Tualatin Valley Highway in Washington County.

It is anticipated that railroad gates will be installed in conjunction with this traffic signal and that the cost of the total project (estimated at $54,200) will be shared by the Oregon State Highway Department, Washington County, City of Beaverton and the Southern Pacific Railroad Company. We would prefer an agreement for the traffic signals between your department, Washington County and the City of Beaverton. However, if this is not possible, we would consider an agreement between the State and Washington County, in accordance with the sharing of costs outlined in Mr. Edwards letter cited above.

Accordingly, please proceed to prepare such an agreement and transmit to this office for processing by the county.

Very truly yours,

Ken Meng
Director of Public Works

To: Traffic

KM:jt

NOTED
RICHARD UNREIN

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JAN 13 19[illegible]
[illegible] TRAFFIC ENGINEERING
[illegible]

NOTED
R. H. PRANGE

NOTED
[illegible]

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JAN 15 1970
[illegible]

S11-508(4)

7341

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1970

To: L. W. Rulien
Division I Engineer
MILWAUKIE

SUBJECT:

The Highway Division has agreed to install a temporary signal for Washington County at Murray Boulevard with Walker and Jenkins Roads on the basis that Washington County would pay 100% of the cost and the traffic signal would revert to the County upon installation of the permanent signal.

Mr. Edwards has requested that you proceed with the signal installation at the earliest possible moment. The Washington County Court has verbally agreed to pay for the installation and will take formal action at the next County Court meeting. However, we are to proceed with the installation as rapidly as possible.

L. E. George
Assistant Traffic Engineer

LEG:ji
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
JAN 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
~~DEC~~ 5 - 1969
Jan 70
FOR FILING

SU-508(4)
7341

December 31, 1969

Mr. John F. Crockett
Chief, Engineering Division
Washington County Courthouse
Second & Main Streets
Hillsboro, Oregon 97123

8079

Dear Mr. Crockett:

This will acknowledge your letter of December 18 concerning the installation of temporary traffic signals at the intersections of Murray Boulevard with Walker and Jenkins Roads.

It would be possible for the State to make this temporary installation. The estimated cost is $4,500. If the County will submit its check for this amount with the understanding that the actual final cost will govern, we will proceed with the installation as soon as crews can be scheduled.

It will be understood that the County would remove the signals when the permanent installation is completed and retain possession of all the equipment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

VPJ:ni;nc mc

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
L. W. Rulien (enc.)
(enc.)
E. S. Cox (enc.)

WASHINGTON COUNTY
COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
JOHN C. ANICKER
LYELL GARDNER
WILLIAM MASTERS
BURTON C. WILSON JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

December 18, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

Thank you very much for your immediate reply and the information that it might be possible for Washington County to obtain some traffic signal equipment that could be used for temporary installation while awaiting permanent type equipment.

In checking with your design people we find that it most likely would be August or September before permanent installation might be made for signal equipment at the two intersections on Murray Boulevard at Walker and Jenkins Roads. Your people are in the process now of designing this equipment and it is anticipated that bids will be called for in late January if possible.

With this information available and a further study into our traffic count and accident record at these two intersections, it would be our desire, if at all possible, to get the temporary equipment and have it installed as soon as possible to control these intersections during this interim period. I would therefore like to know if it is possible for the County to enter into an agreement with the State to have the State make such installations with the equipment to be salvaged and owned by the County at such time as permanent installations are made. If it is possible for the State to do this work, I would appreciate very much if you would present to us a proposal or proposed agreement that we could enter into to have this work done. This agreement, of course, would have to be approved by the Board of County Commissioners.

Thank you very much for your cooperation in this matter.

Yours very truly,

John F. Crockett

John F. Crockett
Chief, Engineering Division

JFC:bh
cc: Director of Public Works

Bud RS
cc Edw

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DEC 19 19
TRAFFIC ENGINEERING

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DEC 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

SU-502(4)

7341

Murray Blvd
at Walker & Jenkins Rd

December 23, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two Secondary Projects, Items 1018 and 1019 which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to receive bids for these projects on January 29, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:dg
Encl.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID

(PP

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 Co. Rd. 0.7 and 1.2 miles N. of Beaverton 65	**ADT**	PRESENT 4,000	FUTURE 8,400 (66) (70)	Y	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Traffic Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV. AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)	

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Was	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S	FEDERAL- 630

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(56) (66)	(67)
5					**PE**		Co. Rd. 0.7 and 1.2 miles North of Beaverton			
5					**ROW**		(Murray Blvd. at Walker Road and Jenkins Road)			
5					**CONST** (CODE) Y-031			0.00	50,000	31,500
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.00	50,000	31,500
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24)

and

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

verton (63)	**ADT**	PRESENT 4,000	FUTURE 8,400 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 1019

SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SU (14) (20)	NUMBER 508(4)	SEQ. NO.	I. Projects Only POST MI.	DESIG.

COUNTY NAME Washington CODE 067 (14) (16)

ROUTE NO. S — FEDERAL-AID 630 (32) — STATE Co. Rd. (36) — U.S. - (37) (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES (54) (56)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Install traffic signals at two intersections on Murray Blvd.
					ROW - 155' min.; Access control: None Parking restrictions None.
0.00	50,000	31,500	9,250	9,250 (Co.)	
0.00	50,000	31,500	9,250	9,250 (Co.)	
(16)	(23) (24)	(33)			

REMARKS

Additional Data: Items 950 & 996, Projects SU-508(2) and SU-508(3). Relocation Payments - none involved.

:

MURRAY BLVD. AT WALKER ROAD AND JENKINS ROAD

Project SU-508(4) Safety: ______

EXISTING FACILITIES: Standard traffic directional, caution and stop signs. There are left turn refuges on Murray Blvd. at the interchanges.

ADJACENT SECTIONS:

NORTH END: At Walker Road--Two 16' AC travel lanes and 16' median (which includes a left turn refuge) and a 12' acceleration lane; 6' gravel shoulders on each side.

At Jenkins Road--50' AC paving having two 12' travel lanes, 14' median, 12' acceleration lane on right and 10' gravel shoulder left and 6' gravel shoulders right.

SOUTH END: Same as North.

Walker and Jenkins Roads both have two 12' AC travel lanes and 2' gravel shoulders.

PROJECT DATA: Install a fully actuated 5 phase traffic control signal on Murray Blvd. at the intersections with both Walker and Jenkins Roads. Having pedestrian crosswalk switches in each quadrant of each intersection. There also is to be an intertie of the signal at Jenkins Road with a fire station in the adjacent area.

RIGHT-OF-WAY: Minimum 155'
ACCESS CONTROL: None
RAILROAD CROSSING: None
MINIMUM DESIGN STANDARDS: None
SYSTEM ACTION: Completed
PUBLIC HEARING: Not necessary under Paragraph 6c of PPM 20-8.
UNUSUAL OR COMPLICATED SITUATIONS: ---

ROUTE DATA: SU-508(3)

Park & Recreation Areas Affected	None
Relocation Assistance	None
Social, economic, and environmental effect considered	Yes
Location and Design Approval	12/18/69
Favorable action by CRAG	11/21/69

The State has legal authority to regulate use by utilities of the rights-of-way of this project under agreement executed for Project SU-508(3).

RECEIVED
DEC 19 1969

FOR FILING

511-508(4)

7341

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
December 17, 1969

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

L

Design approval is being requested for the following FAS-C project presently scheduled for the January 29 bid letting:

WASHINGTON COUNTY:

Traffic Signals
Murray Blvd. FAS 630
Install five-phase, fully-actuated traffic control signals on Murray Blvd., at the intersections of Jenkins Road and Walker Road northwest of Beaverton. No hearing required. CRAG reviewed and commented favorably November 25, 1969.
Approved by Highway Commission on November 18, 1969.

All documentation for the above project, in compliance with appropriate Bureau of Public Roads' IM's and PPM's will be on file in this office. Notices are being sent to the appropriate news media that design approval is being considered for these projects, and, after seven days has elapsed, second notices will be published that design approval has been given.

Our design approval procedure provides that a copy of this letter with your approval noted thereon, be returned to this office.

R H Prange
Robert Prange
Field Engineer
County and City Department

NOTED
R. L. PORTER

RHP:ljt

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor Wolfe
D. J. Barbee
L. H. Young
L. E. George
R. N. Chase
Ben Gifford

RECEIVED
DEC 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1969
FOR FILING

511-508(4)

7341

November 10, 1969

Mr. John F. Crockett
Chief, Engineering Division
Washington County Department
of Public Works
Weil Arcade
Hillsboro, Oregon 97123

Dear Mr. Crockett:

On October 23 you wrote to our County-City Division concerning an FAS project for the installation of traffic signals at the intersections of Murrary Boulevard with Walker Road and Jenkins Road. You also asked about the availability of equipment for the installation of temporary traffic signals at these intersections.

Permanent traffic signals at these intersections should be of the five-phase, fully-actuated type. Until such signals can be installed, it would be in order to install two-phase pretimed signals -- although it should be recalled that such signals will cause considerable delay.

A suggested installation would be to use back-guyed wood poles, span-wire suspension and vehicle signal heads only. The critical material would be the controllers, signal heads and electrical cable. The State Highway Division has this material in stock and, in view of the urgency, is willing to sell it to the County. The cost of the two pre-timed controllers, 16 vehicle signal heads with 12-inch red lenses and backboards, plus the necessary electrical cable, is $3,500.

It is suggested that the County, if it wishes to proceed with the temporary signals, make the installation and own all of the equipment. We will prepare plans and specifications for the permanent installation, with a tentative bid opening date of January 29.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Hunter (enc.)
H. S. Cox
L. W. Rulien (enc.)

VPJ:njc ja

WASHINGTON COUNTY
COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
JOHN C. ANICKER
LYELL GARDNER
WILLIAM MASTERS
BURTON C. WILSON JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

October 23, 1969

RECEIVED
NOV 3 1969
ENGINEER
COUNTY & CITY DIVISION

Mr. Si Cox , City-County Engineer
Highway Division
Oregon State Department of Transportation
Salem, Oregon

Dear Si:

I am enclosing an executed application for an F.A.S. Project. As you know, under an F.A.S Project, the Murray Boulevard connection between Jenkins Road and Butner Road was completed this year in early summer, thus, producing a through route from Cornell Road and the Sunset Highway on the north through to Old Scholls Ferry Road and a connection with Scholls Ferry Road and the Beaverton-Tigard Freeway on the south.

We have been observing the traffic flow on this roadway since its opening in August and noting the accident record at various locations on the route. The traffic count has increased tremendously as well as has the accident experience at the intersection of Murray Boulevard with Walker Road and Jenkins Road. It is these two intersections that we are concerned with at this time.

The accident record has been very high here since the opening of the new section of Murray Boulevard and we feel it is necessary to take immediate steps to signalize these two intersections. The demand warrants for signals are surpassed by a good deal at the present time. We would appreciate any effort that you might make in processing this application in order that the construction might be commenced as soon as possible.

Would it be possible for someone in your office to check through some of the other departments within your State Highway organization and see if there are any traffic signals available that could be utilized on a temporary basis, or could you tell us whom we might contact with respect to this.

Knowing that it might take sometime to process the F.A.S. application and get the designs made, contracts let, and the equipment installed, we would be very interested in the possibility of installing, on a temporary basis, some equipment that might be utilized in an interim period here.

If there is any additional information that you might require for processing of this application please feel free to call this office. Thank you very much for your past cooperation in our projects and any help you might be to us with respect to this existing one.

Yours very truly,

John F. Crockett
Chief, Engineering Division

JFC:kr
cc: Director of Public Works

C&A 3875
2-10-70

HPR -1(7) Murder Creek Section, of the 1970
Pacific Hwy. (Furnishing &
#7342 install. research equip.)

STATE COPY

cc: OSHD (A. E. Johnson)
F ~~Region~~ ...G
Wash DC 4/2...
~~Area Engr Rene~~

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

4-19-71

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. ~~8~~	REPORT NO 6	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 4-12-71	REPORT MADE BY D.E. Carter, Asst Area Engr		PROJECT NO. HPR-1(7)
COMPLETION DATE 10-15-70	ACCEPTANCE DATE BY CONTRACT AGENCY 11-20-70	TIME ELAPSED 100 %	CONTRACT TIME Specified compl. date 10-15-70
APPROVED EXTENSIONS	LOCATION		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MURDER CREEK SECTION
PACIFIC HIGHWAY
Research Equipment Installation

The project is located on Interstate 5 from the Talbot Road Interchange located north of Albany to the Santiam Highway Interchange in the vicinity of Albany, Oregon.

Work performed under this contract consisted of installing loop detectors at 10 locations and furnishing and installing computer equipment as specified. The computer equipment is housed at the State office building located in the SE quadrant of the Santiam Highway Interchange.

Contract work on the project was completed on October 15, 1970. A specific completion date of October 15, 1970 was established under the terms of the contract. There were no overruns or underruns on the project and the final contract amount exclusive of engineering is $112,740.

cy Morgan, Merchant & Crandall 4-29-70

RECEIVED
APR 23
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

(more)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE L. P. Rene L. P. Rene		SIGNATURE R. E. Simpson	
TITLE Area Engineer	DATE 4-16-71	TITLE Division Engineer	DATE 4-19-71

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

All participating work under State Force Order No. 1 was completed February 24, 1971. This order provided for the work involved in moving master tone equipment from the outside location to a location in the computer room. The use of State forces to do the work was found to be in the public interest.

The State Highway Commission authorized acceptance of the contract as of November 20, 1970.

RECEIVED
MAR 3 1971
FORM E-30 (4-70)
FOR FILING

HPR-1(7)
7342

SP*52803-734

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
February 26, 1971

Fog To: MEMO TO FILE

SUBJECT: Murder Creek Data Gathering System - Interstate 5

Recent discussions with Bruce Culver and Ed Mogren of the Automatic Signal Company included the Murder Creek data gathering system and some of the problems we have had, both with the loop amplifiers and with the Quindar transmitting and receiving units. National attention is being focused on this project, and I am aware that the Automatic Signal Company very strongly desires to have this system, more particularly their equipment, work properly and satisfactorily, since a considerable amount of future business could result for their company from this pioneering work that Oregon is doing in this field. Mr. Mogren, and more recently Al Bauer, both of the Norwalk, Connecticut plant, have discussed this matter with me.

The Company is willing, at no cost to the State, to supply additional lower frequency crystals for the loop amplifier units in an attempt to make them work properly. They are also willing to arrange for a Quindar Company representative to come to Oregon and properly adjust the transmitting and receiving units.

Contingent upon consultation with this office with Mr. Judson concerning some of the past maintenance and malfunction problems involved in this system, I will make arrangements for the above two items to be accomplished. The end of the season is near during which we can obtian data on reduced visibility driving conditions. However, the system components may be improved in their operation looking ahead to next year's season of adverse weather.

L. E. George
Operations Engineer

LEG:mk

cc: F. B. Klaboe
A. E. Johnson ✓
R. T. Judson

RECEIVED
FEB 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECD DEC 9 - 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

HPR-1(7)
7342

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 3, 1970

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM fr G K Hossner
R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
A. E. Johnson

Johnson

SUBJECT: Oregon Project HPR-1(7)
Murder Creek Section
State Force Order No. 1
Total estimated amount of the order - $500
Federal participation - $425.95

Reference is made to your letter dated November 18 concerning subject order.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned.

12-7-70
Orig to Morgan

Enclosure
SFO #1

NOTED
TOM EDWARDS

RECEIVED
DEC 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PAYROLL SAVINGS PLAN

Form A[illegible]

STATE COPY

G-1F

APPROVED EFFECTIVE DATE 11-16-70
Contingent upon modification of project agreement if additional funds are required
BY G. K. H
TITLE Dist. Engineer
DATE 12-3-70
Order No. 1
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Murder Creek Research Equip. Install. Date November 4 1970

Highway Pacific Contract No. 7342 F. A. Project No. HPR-1(7)

County Linn Prefix 5149-08 Account No. 276-01

Description of Work To Be Done:

Move master tone equipment from present location in outside control cabinet to new location in computer room.

Location by Station Numbers: Sta. 1177 + 00. Albany state office building.

Estimate of Quantities and Costs: Labor and materials $500.00

Explanation: As described in letter from L. E. George, Operations Enginner, to R. D. Asburry, Regional Engineer, dated October 28, 1970, this work is to provide for easy adjustment of tone transmission equipment while observing operation of computer. This work should be expedited.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$126,214.00
Present estimate of project cost, including $500.00 for work under this order	$126,214.00
Expected under-run over-run (amount)	$0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: J. N. Martin Resident Engineer

Approval Recommended: Reg Const ~~Division~~ Engineer

Approval Recommended: ~~Construction Engineer or~~ Bridge Engineer

OK

Approved: ~~Deputy State Highway Engineer/ Assistant State Highway Engineer or~~ Construction ~~Office~~ Engineer.

NOV 25 1970

HPR-1(7)
7342

November 25, 1970

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On November 20, 1970, we wrote to you concerning release of final payment on Contract No. 7342 awarded to Electric Corp. for research equipment installation on the Murder Creek Section of the Pacific Highway in Linn County.

Final payment on this contract is $5,637 and the total contract amount is $112,740. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Electric Corp.
1375 - 13th Street, S.E.
Salem, Oregon 97302

Frank Morgan
Ivan Merchant
R. D. Asburry
V. E. Skoog
Attn: John Kerr

RECEIVED
NOV 20 1970
[illegible]

HPR-1(7)
7342

November 20, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed October 15, 1970 on Contract No. 7342. The contract was with Electric Corp. and was for installation of research equipment on the Murder Creek Section of the Pacific Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 20, 1970 and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asbury

VG:fw

NOV 9 - 1970

OREGON STATE
HIGHWAY DIVISION

HPR-1(7)

7342

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 19, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7342
Prefix 5149-08
FAP HPR-1(7)

Dear Sir:

All work under Contract No. 7324, Murder Creek Section of the Pacific Highway in Linn County, was completed on October 15, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

11-5-70
copy to Construction

Federal Highway Administration
Oregon Division Office Endorsement

Date 11-2-70

Conditions noted on above date:

Final held 10-15-70. All complete and satisfactory. Approval recommended.

G. K.
for R. E. Simpson
Division Engineer

VG:fw
cc R. L. Porter
F. D. Morgan

RECEIVED
NOV 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

HPR-1(7)
[illegible]

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION MURDER CREEK	WEEK ENDING: October 17, 1970	SECTION PREFIX 5149-08
HIGHWAY Pacific	COUNTY Linn	
NAME OF JOB Murder Creek	KIND OF WORK Research Equipment Installation	
CONTRACTOR Electric Corporation	CONTRACT NUMBER 7342	FEDERAL AID PROJECT NUMBER HPR-1(7)
DATE OF CONTRACT March 24, 1970	DATE WORK STARTED July 20, 1970	COMPLETION DATE October 15, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 126,214.00	SPECIFIED COMPLETION DATE October 15, 1970	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 119,903.30	ENGINEERING AUTHORIZATION $ 6,310.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 119,903.00	ENGINEERING COST TO DATE $ 4,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 66 %	DATE PROJECT WAS COMPLETED: Oct. 15, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

Reserch Equip.	100% ~~[illegible]~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	9.8				
MILES PARTIALLY COMPLETED	~~9.8~~				
MILES COMPLETED	9.8				
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10/11	Fair			
MONDAY 10/12	Fair			
TUESDAY 10/13	Fair			
WEDNESDAY 10/14	Fair			
THURSDAY 10/15	Fair			
FRIDAY				
SATURDAY				

Routing
Decker
Bond
Walker
Johnsen
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 19 1970
CONSTRUCTION
DIVISION

BEN GIFFORD

XERO COPY XERO COPY XERO COPY XERO COPY

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	1 man (Electric Corp.) completed installation of telephone bypass cable to computer from P-1 cabinet.
WEDNESDAY	2 technicians from Automatic Signal arrived to fine-tune the system.
THURSDAY	This is completion date for this contract. Fine-tuning of the system completed this PM.
FRIDAY	No activity.
SATURDAY	

REMARKS

Contract work completed on specified date. Final inspection scheduled for 1 PM Monday, October 19, 1970.

SIGNED J M Martin LOCATION Albany
J. M. Martin, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
OCT 9 - 1970
FOR FILING

HPR-1(7)
7342

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
October 8, 1970

To: A. E. Johnson
Asst. State Highway Engineer
BUILDING

SUBJECT: Maintenance of New Equipment
Murder Creek Fog Surveillance
Project
Albany

The contract project involving the installation of research equipment for the Murder Creek Fog Surveillance Project is nearing completion. This letter is to request that upon acceptance of the contract and for the life of the research work, which is estimated at three years, that the electrical sub-unit of the sign unit assume the maintenance of the newly installed equipment in addition to the existing equipment already being maintained by them on the Murder Creek Section. The newly installed equipment is similar to that existing.

The prefix for maintenance work involving the research equipment only is 5149-602-08. This request does not involve the computer equipment proper, since it is anticipated that a separate maintenance contract with an outside agency will be negotiated for this portion of the work.

NOT
F. B. KLABOE

L. E. George
Operations Engineer

LEG:mk

cc: F. B. Klaboe ✓

RECEIVED
OCT
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 - 1970

FORM 2-50 (4-70)

FOR FILING

HPR-1(7)
7342

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
September 30, 1970

To: MEMO TO FILE

SUBJECT: Telephone Connects
Research Equipment Installation
Murder Creek (Albany) Section
Interstate 5 - Contract No. 7342

As a necessary portion of the equipment and facilities required to initiate the functional operation of the research project on the above mentioned project, it has been necessary to request the telephone company to provide some additional services and delete some existing services. Consequently, on Thursday, September 17, 1970, this office did request the telephone company to perform the following items of work at the earliest possible date:

1. Provide a two-point voice grade signal channel between Grand Prairie Road and the Highway Building at Spicer Road. Approximate costs:

    a. Talk Circuit $4.50 per month.
    b. Data Circuit $5.00 per month.
    c. Installation $15.00 (one time charge).

2. Provide a two-point voice grade signal channel between Talbot Road and the Highway Building at Spicer Road. Approximate costs:

    a. Talk Circuit $ 4.50 per month.
    b. Data Circuit $17.00 per month.
    c. Installation $15.00 (one time charge).

3. Add a termination block for extending the existing data circuits (even numbered) from the terminating block in the Highway Building to the computer room site in the same building. Approximate costs:

    a. Eight terminal facility at $2.50 each, $20.00 per month.
    b. Installation charge at $5.00 each, $40.00 (one time charge).

NOTED
F.B. KLABOE

4. Provide a multi-point telephone circuit between each of six remote locations and to the computer room at the Highway Building at Spicer Road. Provide a two-point channel between Talbot Road and the Highway Building at Spicer Road. Approximate costs:

a. Six remote plus computer room -

Circuits	$48.25	per month
Installation	$50.00	(one time cost)

b. Talbot Road plus computer room -

Circuits	$47.00	per month
Installation	$10.00	(one time cost)

Totals:	Circuits	$95.25	per month
	Installation	$60.00	(one time charge)

5. Discontinue one each (odd numbered circuits), two-point voice grade signal change at five existing remote locations.

Approximate savings - $38.00 per month

6. It is also anticipated that a monthly cost of $25.00 per month will be maintained for exiting telephone terminations that will be discontinued at some future date.

The total monthly billing (including item 6) will approximately be $132.75 per month with one-time installation charges amounting to approximately $130.00. The above billings should be charged to the prefix for this contract during the life of the research project.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Operations Engineer

LEG:mk

cc: F. B. Klaboe
V. E. Skoog
R. D. Asburry

RECEIVED
SEP 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1970
FOR FILING

HPR-1(7)

7342

April 16, 1970

Electric Corporation
1375 - 13th St., S.E.
Salem, Oregon 97302

Gentlemen:

We are enclosing a Certification of Nondiscrimination in Employment sheet for Contract No. 7342 for research equipment installation on the Murder Creek Section of the Pacific Highway in Linn County.

Please have this sheet filled in and signed. When it is returned to this office, we will insert it in our fully executed copy of this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enc.

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
L. L. MacIntyre

RECEIVED
MAR 27 1970
FOR FILE

HPR-1(7)
7342

March 26, 1970

Electric Corp.
1375 - 13th St., S.E.
Salem, Oregon 97302

Gentlemen:

Enclosed are three copies of Contract No. 7342 for $112,740.00 awarded to you by the State Highway Commission on March 24, 1970. This contract is for research equipment installation on the Murder Creek Section of the Pacific Highway in Linn County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 15, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
R. D. Asburry
L. L. MacIntyre

RECEIVED
MAR 26 1970

FOR FILING

HPR-1(7)

7342

March 26, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of March 24, 1970, is requested in the award of contract for the Murder Creek Section, Project No. HPR-1 (7).

The contractor receiving the award is Electric Corporation in the amount of $111,740.00, with Contract No. 7342 assigned. This bid was received on March 19, 1970 and awarded on March 24, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date________________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:aw

RECEIVED
MAR 4 - 1970

2-9-70

BUREAU OF PUBLIC ROADS

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJE : [illegible]

SECTION: MURDER CREEK

WORK : FOG HAZARD STUDY

COUNTY : LINN

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Klaboe

HPR-1(7)
7342

FROM: MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
2-4-70	2-4-70

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ RIGHT OF WAY.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $2,000.00 AS SHOWN IN YOUR ESTIMATE.

REMARKS AND LIMITS OF AUTHORITY:

PS&E DOCUMENTS HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

THIS AUTHORIZATION COVERS ONLY THE SMALL PORTION OF THIS PROJECT WHICH IS TO BE CONTRACTED. THE BALANCE OF THE WORK WILL BE DONE WITH STATE FORCES.

THIS ACTION SUPPLEMENTS THE ACTION TAKEN IN MY SEPTEMBER 22, 1969 MEMORANDUM.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
F. B. KLABOE

orig to Young
w/enc.
2-26-70

RECEIVED
FEB 2[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE USE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-9-70	R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
FEB 4 - 1970

~~FOR FILING~~

HPR-1(7)
73.42

February 3, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Complete revised P.S.& E. documents have been submitted to your department for the Highway Planning and Research Program "Fog Hazard Study" Project, No. HPR-1 (7) and accordingly we are requesting authorization to advertise for bids to be received March 19, 1970 with an advertising period of six weeks. The P.S.& E. has been revised slightly since it was approved September 22, 1969.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-68, the Fish and Game Commissions have approved the date and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned or project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the project.

The status of right of way and utilities have not changed since our certification for the Murder Creek Warning Sign Project, No. I-5-4 (63) 234 in that all right of way was purchased and there are no utilities involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

cc: F. B. Klaboe
L. E. George
R. N. Chase

DAR:aw

Oregon State Highway Division

Federal-Aid
Project No. HPR-1 (7)

HIGHWAY PLANNING AND RESEARCH AND DEVELOPMENT PROGRAM

Period July 1, 1969 to June 30, 1970

Revised P. S. & E. estimate for the Fog Hazard Study.

Salem, Oregon, February 3, 1970

Type Code H. P. R.
Fog Hazard Study (Murder Creek Section) (Sta. 660 to Sta. 1177)

Temporary Protection and Direction of Traffic	All Required	$ 5,000.00
Research Equipment Installation, Complete	All Required	108,500.00
		$113,500.00
Flagging (60% of Contractors Cost)	All Required	2,000.00
	Subtotal	$115,500.00
	Engr. & Cont.	11,550.00
	Total	$127,050.00

Type Code H. P. R.
State Wide Highway Planning & Research

Part I-Planning and Part II Research & Dev.	All Required	$1,472,950.00
		$1,600,000.00

HPR-1 (7)

FINANCING OF HPR WORK PROGRAM

February 3, 1970

HPR-1 (7)

Fog Hazard Study	$ 127,050
Part I - Planning, Part II - Research	1,472,500
	$1,600,000

Matching Ratio		Fed. HPR Funds	State Funds	Total Cost
FY 1969	85.55%	$ 267,625*	$ 45,204	$ 312,829
FY 1970	85.19%	1,096,540	190,631	1,287,171
Proj.	85.26%	$1,364,165	$235,835	$1,600,000

Balance of FY 1970 HPR Federal Funds remaining . . . . (Excluding HPR-1 (78) $69,953.00)	$388,015.80

*This amount of FY 1969 HPR Funds is arrived at as follows:

HPR FY 1969 Carryover	$ 1,137.00
HPR FY 1969 Released by modification of HPR-1 (6)	266,488.00
	$267,625.00

F-RF-156(19) Alder Cr.-Wildwood Section 1970
of Mt. Hood Hwy., E. of Ptld.
#7343 (Grad., pav., struct.) #2

4YR 487

7343

[illegible] 8

STATE OF OREGON **INTEROFFICE MEMO** To file [illegible]

Department of Transportation

TO: Bob Burco

DATE: August 24, 1977

FROM: Doris Nelson dn

33023

SUBJECT: Telephone Call from Gladys McCoy re McNaught Family of Portland

The case involves the McNaught family who lives on Highway 26 which was resurfaced or constructed in 1970. The case did go to court based on the expert testimony of the state's chief witness, Peter Klingmen, consulting services civil and water resources engineer. Based on Peter's testimony, the jury awarded the McNaughts $10,000 for the refurbishing of the pond that was filled with 15,000 cubic yards of sediment. It was later found by DEQ the process recommended was in violation of OAR Chapter 340, Section 41025. Mr. Klingmen has offered to recommend an alternative approach but nothing has happened and the McNaughts, who have been extremely patient, are now very distressed and fearful because the pond has become an attractive nuisance, and recently a child almost lost his life after falling in the quicksand in the pond. Is there anything we can do?

Gladys has talked with Carroll Keasey and he indicated there was nothing we can do. Scott Coulter has the case file (attached). (file in Legal 10/14) [illegible]

Gladys will be in her office on Wednesday, 4 p.m. to 5 p.m. and on Thursday, 8 a.m. to 5 p.m.

Attachment

RECEIVED
STATE HWY ENGR
OCT 17 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible] COULTER

NOTED
F. B. KLABOE

#1343

1

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

PORTLAND BRANCH: SUITE 600 • LLOYD BLD. • 700 N.E. MULTNOMAH
PORTLAND, OREGON 97232 • AC 503-238-8700

August 26, 1976

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: F. B. Klaboe

Re: Our Insured: Workman Construction Co.
D/L: 5/27/70
Our Policy No.: 93-13722

Dear Mr. Klaboe:

I am investigating a claim involving claimants Jesse and Idabelle Cooper. The above-named claimants have filed a lawsuit against the State of Oregon, Highway Division, Dept. of Transportion, among others, in the Circuit Court of the State of Oregon for the County of Clackamas. The complaint alleges that the incident occurred on May 27, 1970. It further alleges that the State of Oregon was given written notice of this claim by a letter dated Janury 30, 1971.

I am writing to you to request copies of notification to the State of Oregon. I am also interested in knowing whom the State of Oregon may have notified about the claim.

I haven't been completely clear but the claim is the result, allegedly, of blasting that occurred during construction of the Alder Creek Bridge on the Mt. Hood Highway 26.

If there is some reason that the information requested above cannot be supplied I would appreciate your letting me know. I can be reached by mail at the address above or you may call me in Portland at 238-8722.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Roger N. Hockersmith

Roger N. Hockersmith
Claims Department

RNH:rr

RECEIVED
DOT OPERATIONS
AUG 27 '76
REFER TO
Barrie
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

cy Coulter
8-27

NOTED
F. B. KLABOE

7343

3-20-74

5

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
District Office
3550 Liberty Road S.
P. O. Box 3227
Salem, Oregon 97302

IN REPLY REFER TO
3610 (14.4a)
2821
ORE 05358
ORE 018879

RECEIVED
MAR 7 1974
Office of
Assistant State Highway Engineer

MAR 5 1974

Cont.
7343
#2

RECEIVED
STATE HWY ENGR
MAR 6 74
REFER TO
FOR
Info
Invcs
R/D
D/R
Sign
Act
File

NOTED
A. E. JOHNSON

NOTED
H. S. COULTER

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

J. C. Compton Co.
1305 LaFayette Avenue
McMinnville, OR 97128

Gentlemen:

On January 17, 1974, we mailed you a letter regarding the overcrushing of approximately 60,000 cubic yards of rock from the Brightwood Quarry while under contract to the Oregon State Highway Department. We have not yet received a reply from you.

The facts as we know them are:

1. The rock was crushed by you while under contract for the Alder Creek-Wildwood Section of the Mt. Hood Loop Highway.

2. You tried but failed to have the Highway Department acquire this rock for maintenance purposes.

3. Vohs Construction Company of Wemme, Oregon, has been observed removing large quantities of rock from the stockpile following the termination of your contract in late 1972. According to the Highway Department, Vohs Construction Co. is your agent.

4. The bulk of the rock, if not all of it, was removed from BLM-administered land. Payment of the value of the rock (estimated at $0.15 per cubic yard) must be made prior to private use.

In the light of these facts, we asked that you inform us of the quantity of rock you believe to have been removed from the BLM-administered land. It was our intent to resolve this situation through a mineral material sale. Your lack of response to our letter indicates that we must now turn to our authority to claim a trespass against the United States.

You are asked to show cause why we should not proceed with appropriate trespass action. You have fifteen (15) days from the date of receipt of this letter to respond. If you wish to call, please contact Henry O. Blessing, 585-1793, extension 305.

Sincerely yours,

/s/ Paul M. Sanger
District Manager
ACTING

cc: Oregon State Highway Department
State Director (933)

3-7-74
cy Handt
Ref. Your office report 2/11/74
Do you have any add'l
info we should have?
HSC

NOTED
H.S. COULTER

3-20-74
500#!
Ed Handt called to report
that they had no additional info
on this.

#7313

S

3-7-74

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
District Office
3550 Liberty Road S.
P. O. Box 3227
Salem, Oregon 97302

IN REPLY REFER TO
3610 (14.4a)
2821
ORE 05358
ORE 018879

RECEIVED
STATE HWY ENGR
MAR 6 74
REFER TO
FOR
Info
Moves
R/D
D/R
Sign
Act
File

MAR 5 1974

NOTED
A. E. JOHNSON

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

J. C. Compton Co.
1305 LaFayette Avenue
McMinnville, OR 97128

Gentlemen:

On January 17, 1974, we mailed you a letter regarding the overcrushing of approximately 60,000 cubic yards of rock from the Brightwood Quarry while under contract to the Oregon State Highway Department. We have not yet received a reply from you.

The facts as we know them are:

1. The rock was crushed by you while under contract for the Alder Creek-Wildwood Section of the Mt. Hood Loop Highway.

2. You tried but failed to have the Highway Department acquire this rock for maintenance purposes.

3. Vohs Construction Company of Wemme, Oregon, has been observed removing large quantities of rock from the stockpile following the termination of your contract in late 1972. According to the Highway Department, Vohs Construction Co. is your agent.

4. The bulk of the rock, if not all of it, was removed from BLM-administered land. Payment of the value of the rock (estimated at $0.15 per cubic yard) must be made prior to private use.

In the light of these facts, we asked that you inform us of the quantity of rock you believe to have been removed from the BLM-administered land. It was our intent to resolve this situation through a mineral material sale. Your lack of response to our letter indicates that we must now turn to our authority to claim a trespass against the United States.

You are asked to show cause why we should not proceed with appropriate trespass action. You have fifteen (15) days from the date of receipt of this letter to respond. If you wish to call, please contact Henry O. Blessing, 385-1793, extension 305.

Sincerely yours,

/s/ Paul M. Sanger
District Manager
ACTING

cc: Oregon State Highway Department
State Director (933)

3-7-74
cy Hardt
Ref. Your office rpt 2/11/74
Do you have any add'l
info we should have?
#SC

1343

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

NOTED
H. S. COULTER

DATE February 11, 1974

TO
H. S. COULTER
Assistant State Highway Engineer

38-5

RECEIVED
FEB 13 1974
Office of
Assistant State Highway Engineer

FROM
L. W. RULIEN
Regional Engineer

SUBJECT
BRIGHTWOOD QUARRY MATERIAL SOURCE
ALDER CREEK-WILDWOOD SECTION
MT. HOOD HIGHWAY

The subject quarry, controlled by the BLM, was a source of materials utilized by J. C. Compton, contractor on the Alder Creek-Wildwood Section of the Mt. Hood Highway. The BLM portion of the quarry is adjacent to property owned by Rogers Construction Company, which also has in the past been a material source and stockpiling area.

The use of the BLM quarry by our contractor for our work was free; that is, there was no royalty payment required. Our contractor, J. C. Compton, chose to use both properties for laying out his operations on this job. He crushed some materials from the Rogers property and most of the materials from the BLM property. On conclusion of his work, according to an estimate by our resident engineer, he had excess materials left over of various sizes which totalled about 42,000 cubic yards. This material was and is stockpiled on the Rogers portion of the area.

RECEIVED
STATE HWY ENGR
FEB 20 '74
REFER TO
FOR
Info | Wm | R/D | D/R | Sign | Act | File

The BLM indicates in their letter of January 17, 1974 to the contractor that they are entitled to a 15¢ per cubic yard royalty payment, since this material is not going to be used in connection with our highway project. I called John Compton and asked him what he was going to do. His position is that this material is not from the BLM portion of the quarry but is representative of quantities of material that he crushed from Rogers property, and that consequently it belonged to him and the BLM was not entitled to a royalty. We, of course, did not cross section this quarry. We have no measurements that would constitute proof of where the various materials originated. Our resident engineer expresses the opinion that perhaps 5 to 10,000 cubic yards could possibly have been crushed from Rogers rock, however, this is only an opinion and we are not in position to back it up with figures. Considering the size of the project, the over crushing does not appear to me to be excessive. Obviously, the contractor wanted to crush a sufficient quantity so that when

NOTED
F. B. KLABOE

NOTED
A. E. JOHNSON

he was done he would not have to move back in again.

We did investigate the possibility of buying this rock for our own maintenance use, but the fact that it would have to be loaded and hauled, and that we had no immediate use in mind, and that we are not in a financial circumstance to make a heavy investment of a stockpile, caused us to determine not to buy it. Under these circumstances I don't believe there is any appropriate action for us to take and I would suggest a call to the district manager of the BLM to advise him of these circumstances.

Question need for this – If call is appropriate it would be only to tell BLM of Compton's stand. – Letter was to J.C. Compton and not OSHD. It would appear that John has the ball at this time. HSC

LWR/cr
cc C. T. Keasey
Rob Cameron

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
District Office
3550 Liberty Road, S.
P.O. Box 3227
Salem, Oregon 97302

IN REPLY REFER TO:
14.4a/14.6b
3610
2821
OR 05358
OR 018879

JAN 17 1974

J. C. Compton Co.
1305 LaFayette Avenue
McMinnville, Oregon 97128

Gentlemen:

The Oregon State Highway Department has notified us that you have over-crushed approximately 60,000 cubic yards of rock for the Alder Creek-Wildwood Section of the Mt. Hood Highway (U.S. Route 26). This rock was removed from the Brightwood Rock Quarry located on Bureau of Land Management lands in Section 25, T. 2 S., R. 6 E., W.M., Oregon.

While the Highway Department has "free-use" rights for material from this quarry for highway use, any material from this quarry that is sold will require a fee to be paid to the Bureau of Land Management.

The Highway Department hoped to acquire some of this material for maintenance use but we have been notified that they will be unable to purchase any of this material.

Our observations are that Vohs Construction Company of Wemme, Oregon, has been removing large quantities of rock from the stockpile site since your contract was terminated during the last part of 1972.

To settle accounts with us, please let us know the quantity of rock you have on hand and the quantity removed so that we may issue a mineral material sales contract to you for the total amount. The cost of the material will be billed at the rate of $0.15 per cubic yard, the going rate at the time the material was removed.

If you have any questions about this matter, please contact Henry O. Blessing of my staff.

Thank you for your cooperation in settling this matter.

Sincerely yours,

R. T. Vladimiroff

District Manager

cc: State Highway Department ✓

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JAN 21 1974
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

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✓ REFER TO
Coulter
FOR

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Advise.

STATE COPY

7343

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr

10-10-73

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cat

REGION NO. 10	REPORT NO. 24	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 10-10-73	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. F-RF-156(19)
COMPLETION DATE 11-4-72	ACCEPTANCE DATE BY CONTRACT AGENCY 4-6-73	TIME ELAPSED 187 %	CONTRACT TIME 400
APPROVED EXTENSIONS 260	LOCATION US 26 Alder Creek, east 5.49 mi.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

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STATE HWY ENGR
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ALDER CREEK-WILDWOOD SECTION
MT. HOOD HIGHWAY
Grading, Paving, and Structures

This project provided for the construction of 5.5 miles of roadbed with 4-12' lanes, 10' shoulders and a 4'-16' variable median. The surfacing consisted of plant-mix aggregate base, plant-mix bituminous base, and asphalt concrete pavement. Widening of two bridges and construction of one new structure was required.

10-16-73
cy Constr.
Young

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on November 4, 1972 at which time 750 days had elapsed. The contractor was given a 260-day extension based on utility conflicts and extra work. Liquidated damages will be assessed for the remaining 90 days.

The final cost of the contract items was $3,124,034.44 which was an underrun of 6.5%. The grand total for the project, including engineering and contingencies, was $3,935,300 which is an overrun of 1.5%. All overruns and underruns were satisfactorily explained by the State. All of the required supporting documents have been submitted and acceptance of this project is recommended.

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE /s/ O'Neil P. E. O'Neil for		SIGNATURE	
TITLE W. H. Bryant	DATE 10/10/73	TITLE E. J. Valach District Engineer	DATE OCT 15 1973

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

7343

April 11, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On April 9, 1973, we wrote to you concerning release of final payment on Contract No. 7343 awarded to G. L. Compton, J. C. Compton Company and John C. Compton for work on the Alder Creek-Wildwood Section of the Mt. Hood Highway in Clackamas County.

Final payment on this contract is $10,000 and the total contract amount is $3,427,676.12 including $90,771.73 for work performed under force account.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

hs

cc G. L. Compton, J. C. Compton Co.
and John C. Compton
1303 Lafayette Avenue
McMinnville, Oregon 97128

bc C. T. Kenney
Walt Hart
V. E. Shaug
Attn: Dick Houck
L. W. Bullen

OREGON STATE
HIGHWAY DIVISION

73-13

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 6, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7343, Work Completed November 4, ~~1973~~ 1972 SLL

Project Alder Creek - Wildwood

Highway Mt. Hood, County Clackamas

Type of Work Grading, Paving and Structures

Contractor G.L. Compton, J.C. Compton Co. & John C. Compton

Recommended Acceptance Date April 6, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

5

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7343

Salem, Oregon
April 6, 1973

SUBJECT: Alder Creek - Wildwood Sect.
Mt. Hood Highway
Contract #7343

To: Mr. C. T. Keasey
Construction Engineer
O F F I C E

We have received a copy of a Memo from D. H. Haller, Jr., to you dated March 30, 1973 in which it was recommended that PA No. 17 be cancelled. The argument was that the results of the compaction tests on cores were not made known to the contractor in a timely manner and the compaction results were "generally good."

We agree that the PMBB cores were generally good. Five of 84 cores had low compaction, as determined in the field, and all were above 90.6%. Five of 27 cores submitted to the laboratory were below 92%.

There is no reason to believe that because PMBB compaction was generally satisfactory the Class "B" AC compaction would be also. Along with other variables, the difference in lift thickness would have to be taken into account.

I was not aware that 50% of the surfacing had been placed at the time the first cores were taken on October 1. If true, this seems inexcusable. During the start up of a new operation is the best possible time to check to make sure that all is going properly.

Certainly the field results on these cores taken October 1, and thereafter, are not encouraging. The record shows that on the first 20 cores, field compaction tests indicated 12 were below 92%, and the minimum was 89.5% on two. I have no idea why this information was not made known to the contractor.

Thirteen of these first 20 cores were sent to the laboratory on October 10, along with 13 cores from samples taken on October 4. The results of laboratory compaction tests on these cores were reported to Dan Gano's office on October 13 for the first 13 cores and on October 18 for the second 13 cores. Laboratory testing was completed on most of the first 26 cores on October 27 and results were reported out November 1, 1972. Copies of our test results were sent to G. L. Compton on this date.

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APR 9 1973
Office of
Assistant State Highway Engineer

Laboratory test results of compaction on the cores taken October 1 show that 3 of 13 were under 92%. Of those cores taken October 4, 8 of 13 were under 92%.

Between October 1 and October 20 there were 175 cores taken of Class "B" AC. Of these, the field compaction tests show that 95 did not meet compaction requirements, and this takes into consideration a number of passing tests on surfacing where the compaction requirement was 90%. There were 88 field compaction failures on 124 Class "B" cores representing material with a 92% compaction requirement.

What I am saying is that there was timely evidence in the field, at least from October 1 and later, that there was a compaction problem. If this information was not made known to the contractor, it must be the responsibility of the project engineer. I will agree that the laboratory results could not have been of any help prior to October 13. There may be justification for voiding Price Agreement No. 17, but I can see no justification for claiming substantial conformance with the specifications at the time the project certification to FHWA is written. If you have some basis for claiming substantial conformance I would be happy to review it.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:ab

cc: H. S. Coulter
L. W. Rulien

#1343

STATE COPY

MONTHLY TRANSACTION NUMBER 12-31, 12-32	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Clackamas
MODIFICATION NUMBER 1	(PPM 21-7) 12-12-72	PROJECT NUMBER F-RF-156(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 21, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,704,927	$ 3,785,458
Federal Funds	RF- 1,151,094 $ F- 1,201,906	RF- 1,151,094 $ F- 1,253,406
Other revisions		

This modification is made for the following reasons:

Changes in bid item quantities and approved items previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12th day of December, 1972.

OSHD
(Official name of Highway Department)

By ES Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By GL Green
G.L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-869

Oregon State Highway Division

Federal-Aid
Project No. F-RF-156(19)

ALDER CREEK-WILDWOOD SECTION OF THE
MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, December 7, 1972
Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 452+37 to Sta. 742+50)

Subtotal on previous estimate of April 7, 1970			$2,548,159.50
Previous Estimate			
Bituminous Base Mixture	73,000 ton	$ 4.50	$ 328,500.00
Class 'B' Asphalt Concrete Mixture	70,400 ton	5.00	352,000.00
			$ 680,500.00
Revised Estimate			
Bituminous Base Mixture	65,410 ton	4.50	294,345.00
Class 'B' Asphalt Concrete Mixture	67,044 ton	5.00	335,220.00
P.A. 5 Embankment Material	46,520 cu.yd.	1.50	69,780.00
EWO 4 Quarry Run Rock Backfill	All Required		29,640.00
EWO 5 Remove Danger Trees	All Required		4,656.00
EWO 8 Furnish & Place Bag Riprap	All Required		7,460.00
EWO 9 Excavate Slide Areas & Construct Rock Inlays	All Required		2,200.00
SFO 4 Signing	All Required		9,500.00
			$ 752,801.00
	Net Increase		$ 72,301.00
	Subtotal		$2,620,460.50
	10% Engr. & Cont.		262,045.50
	Total		$2,882,506.00
Total for Structures same as previous estimate of April 7, 1970			$ 902,952.00

Length of Roadway - - - - - - - - - - - -	5.366 miles
Length of Structures (3)- - - - - - - - -	0.128 mile
Total	5.494 miles

Cost of Roadway Per Mile - - - - - - - $537,179.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,882,506.00	$1,831,500.00	$1,051,006.00
Structures	902,952.00	573,000.00	329,952.00
Total	$3,785,458.00	$2,404,500.00	$1,380,958.00

SUMMARY OF FUNDS

Rural Primary Funds	$1,811,610.00	$1,151,094.00	$ 660,516.00
Primary Funds	1,973,848.00	1,253,406.00	720,442.00
Total	$3,785,458.00	$2,404,500.00	$1,380,958.00

G-1 100%
Prefix 3-1008
Contract No. 7343

STATE COPY

For Approved; Budget Bureau No. 04-R2089.1

MONTHLY TRANSACTION NO. 4-67 4-68	FOR R-2 (REV. 5-66) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-21-70	COUNTY Clackamas
		PROJECT NO. F-RF-156(19) RF-F-156(19)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Alder Creek-Wildood Section of the Mt. Hood Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-25-70	5.494

OTHER *(Specify)*

FUNDS

Pro rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ F-RF-156(19) - 1,893,317 RF-F-156(19) - 1,811,610 3,704,927	$ F-RF-156(19) - 1,201,906.00 RF-F-156(19) - 1,151,094.00 2,353,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

~~OREGON STATE HIGHWAY DIVISION~~
(Official name of Highway Department)

By ____________________

~~Assistant State Highway Engineer~~
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By ____________________
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer April 21, 1970

EXISTING STOCKS OF PR-2 (REV. 5-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. F-RF-156(19)

ALDER CREEK-WILDWOOD SECTION OF THE
MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

SALEM, OREGON, APRIL 7, 1970

Project Agreement.

Type Code 6201
Roadway (Sta. 452+37 to Sta. 742+50)

Furnishing Field Laboratory Building	1	only		$ 1,000.00
Temporary Protection and Direction of Traffic	All	Required		70,000.00
Clearing and Grubbing	All	Required		196,000.00
Removal of Structures and Obstructions	All	Required		46,000.00
Ditch Excavation	6,300	cu.yd.	2.00	12,600.00
Embankment Foundation Excavation	14,300	cu.yd.	2.00	28,600.00
General Excavation	534,000	cu.yd.	0.68	363,120.00
Extra for Selected Backfill Material	12,000	cu.yd.	0.50	6,000.00
Toe Trench Excavation	1,300	cu.yd.	1.00	1,300.00
Overhaul	42,000	C-yd.sta.	0.38	15,960.00
Trench Excavation	5,800	cu.yd.	3.50	20,300.00
Finishing Roadbed and Slopes	All	Required		30,000.00
Obliteration of Roadway	94	sq.yd.	1.00	94.00
Watering	2,500	M-gal.	3.00	7,500.00
Bituminous Base Mixture	73,000	ton	4.50	328,500.00
Asphalt in Bituminous Base Mixture	4,000	ton	28.00	112,000.00
3/4" - 0 Aggregate Base	16,600	ton	2.50	41,500.00
Plant Mix Aggregate Base	186,000	ton	2.55	474,300.00
Class "B" Asphalt Concrete Mixture	70,400	ton	5.00	352,000.00
Asphalt Cement in Mixture	4,600	ton	28.00	128,800.00
Asphalt in Tack Coat	44	ton	60.00	2,640.00
3/4" - 0 Aggregate in Prime Coat	2,000	ton	4.00	8,000.00
RC-250 Asphalt in Prime Coat	370	ton	50.00	18,500.00
Reinforced Concrete Bridge End Panels	760	sq.yd.	20.00	15,200.00
18-inch Paved Culvert End Slopes	40	only	80.00	3,200.00
24-inch Paved Culvert End Slopes	2	only	110.00	220.00
36-inch Paved Culvert End Slopes	4	only	185.00	740.00
48-inch Paved Culvert End Slopes	2	only	320.00	640.00
4-inch Culvert Pipe	130	lin.ft.	1.80	234.00
8-inch Culvert Pipe	1,460	lin.ft.	2.70	3,942.00
12-inch Culvert Pipe	2,400	lin.ft.	4.50	10,800.00
18-inch Culvert Pipe	4,100	lin.ft.	6.20	25,420.00
24-inch Culvert Pipe	200	lin.ft.	8.00	1,600.00
36-inch Culvert Pipe	480	lin.ft.	13.50	6,480.00
48-inch Culvert Pipe	170	lin.ft.	22.50	3,825.00

36-inch Arch Type Pipe	660	lin.ft.	13.00	$ 8,580.00
Bedding Material	20	cu.yd.	10.00	200.00
Concrete Inlets, Type G-2	5	only	2.70	13.50
Concrete Inlets, Type G-2M	14	only	3.00	42.00
6-inch Drain Pipe	10,800	lin.ft.	1.50	16,200.00
8-inch Drain Pipe	9,800	lin.ft.	2.00	19,600.00
10-inch Drain Pipe	150	lin.ft.	3.00	450.00
Extra for Pipe Under Pavement	780	lin.ft.	7.00	5,460.00
Special Filter Material in Drains	2,550	cu.yd.	8.00	20,400.00
Guard Rail, Type 1	260	lin.ft.	2.60	676.00
Guard Rail, Type 2	4,300	lin.ft.	2.70	11,610.00
Guard Rail, Type 2A	2,450	lin.ft.	4.00	9,800.00
Barricade, Type 2	600	lin.ft.	2.75	1,650.00
Guard Rail Anchors	22	only	190.00	4,180.00
Extra for Guard Rail Bridge Connection	14	only	190.00	2,660.00
9-inch Concrete Surfacing	118	sq.yd.	18.00	2,124.00
Concrete Curbs	11	cu.yd.	75.00	825.00
Extra for Asphalt Curbs	3,000	lin.ft.	1.25	3,750.00
Extra for Asphalt Approaches	23	only	50.00	1,150.00
Extra for Asphalt Ditch Lining	250	sq.yd.	1.00	250.00
Loose Riprap, Class 2000	3,200	cu.yd.	5.00	16,000.00
Guide Posts, W-1	190	only	8.00	1,520.00
Guide Posts, Y-1	140	only	8.00	1,120.00
Roadside Seeding	83	acre	165.00	13,695.00
Roadside Mulching	83	acre	165.00	13,695.00
Seed Mixture	2,500	lb.	0.65	1,625.00
Fertilizer (22-16-8)	330	cwt.	16.00	5,280.00
3/4-inch Galvanized Steel Water Pipe	330	lin.ft.	1.00	330.00
1-inch Galvanized Steel Water Pipe	600	lin.ft.	1.15	690.00
1-1/2 inch Galvanized Steel Water Pipe	1,800	lin.ft.	1.50	2,700.00
4-inch Galvanized Steel Water Pipe	200	lin.ft.	4.00	800.00
Scale Site Illumination Installation, Complete	All Required			9,069.00
				$2,513,159.50
Flagging (60% of contractor's cost)	All Required			35,000.00
	Subtotal			$2,548,159.50
	10% Engr. & Cont.*			253,815.50
	Total			$2,801,975.00

*Reduced in accordance with paragraph 5 (project field office) PPM 30-6.

Type Code X021
Alder Creek Bridge Widening (Br. No. 665-B)(Sta. 452+37 to Sta. 454+07)

Bridge Removal Work	All Required (50%)	$ 6,000.00
Shoring, Cribbing, Etc.	All Required (25%)	1,950.00

Structure Excavation	110 cu.yd.	8.00	$ 880.00
Structure Excavation Below Elevation Shown	10 cu.yd.	12.00	120.00
Furnish 10 BP 42 Steel Piling	180 lin.ft.	4.10	738.00
Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (188 c.y.)	All Required (45%)		26,100.00
Reinforcement (63,400 lb.)	All Required (54%)		8,898.12
Three Tube Metal Railing	338 lin.ft.	18.00	6,084.00
			$ 51,650.12

Type Code X020
Wildcat Creek Bridge Widening (Br. No. 689-B)(Sta. 498+47 to Sta. 499+07)

Bridge Removal Work	All Required (50%)		$ 6,000.00
Shoring, Cribbing, Etc.	All Required (75%)		5,850.00
Structure Excavation	190 cu.yd.	8.00	1,520.00
Structure Excavation Below Elevation Shown	20 cu.yd.	12.00	240.00
Furnish 10 BP 42 Steel Piling	360 lin.ft.	4.10	1,476.00
Drive Steel Piles	12 only	100.00	1,200.00
Splice Steel Piles	3 only	40.00	120.00
Class "A" Concrete (230 cu.yd.)	All Required (55%)		31,900.00
Reinforcement (54,300 cu.yd.)	All Required (46%)		7,579.88
Three Tube Metal Railing	196 lin.ft.	18.00	3,528.00
			$ 59,413.88

Type Code X081
Salmon River Bridge (Br. No. 8522) (Sta. 663+54 to Sta. 668+01)

Shoring, Cribbing, Etc.	All Required		$ 78,500.00
Structure Excavation	4,700 cu.yd.	5.00	23,500.00
Structure Excavation Below Elevation Shown	450 cu.yd.	10.00	4,500.00
Special Footing Backfill	3,300 cu.yd.	5.00	16,500.00
Furnish 10 BP 42 Steel Piling	1,440 lin.ft.	4.10	5,904.00
Drive Steel Piles	24 only	100.00	2,400.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete (3,362 c.y.)	All Required		263,634.00
85'/90' Bulb Tee Prestressed Beams	16 only	2,370.00	37,920.00
100'/105' Bulb Tee Prestressed Beams	16 only	2,775.00	44,400.00
105'/110' Bulb Tee Prestressed Beams	16 only	2,845.00	45,520.00
135'/140' Bulb Tee Prestressed Beams	16 only	3,765.00	60,240.00
Reinforcement (738,000 lb.)	All Required		110,380.00
Three Tube Metal Railing	898 lin.ft.	18.00	16,164.00
			$ 709,802.00

Subtotal	$ 820,866.00
10% Engr. & Cont.	82,086.00
Total	$ 902,952.00

Length of Roadway --------- 5.366 miles
Length of Structures (3) ---- 0.128 mile
Total ------------- 5.494 miles

Cost of Roadway per Mile ---- $422,172.00

Retained in Program Status

Slide Correction	All Required	$ 50,000.00
Signing	All Required	9,500.00
Pavement Striping	All Required	3,500.00
Bentonite Sealing of Cut Ditches	All Required	500.00
	Subtotal	$ 63,500.00
	10% Engr. & Cont.	6,350.00
	Total	$ 69,850.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,801,975.00	$1,780,000.00	$1,021,975.00
Structures	902,952.00	573,000.00	329,952.00
Subtotal	$3,704,927.00	$2,353,000.00	$1,351,927.00
Retained in Program	69,850.00	44,000.00	25,850.00
Total	$3,774,777.00	$2,397,000.00	$1,377,777.00

Summary of Federal Funds

Rural Primary Funds	$1,811,610.00	$1,151,094.00	$ 660,516.00
Primary Funds	1,893,317.00	1,201,906.00	691,411.00
Retained in Program (Primary)	69,850.00	44,000.00	25,850.00
	$3,774,777.00	$2,397,000.00	$1,377,777.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1939;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G - I - 100%

Prefix: 3-1008

Contract No. 7343

ALDER CREEK-WILDWOOD SECTION

F-RF-156(19)

NONPARTICIPATING STATE WORK

Adjust Mailboxes	All Required		$ 750.00
Portland General Electric Co.	All Required		5,000.00
Western Valley Telephone Co.	All Required		1,000.00
Scale Pit and Approach Slabs	1 only	7,500.00	7,500.00
			$14,250.00

7343

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Alder Creek - Wildwood

WEEK ENDING: December 1, 1972

SECTION PREFIX: 3[illegible]-1008

HIGHWAY: Mount Hood

COUNTY: Clackamas

NAME OF JOB: Alder Creek - Wildwood

KIND OF WORK: Grading, Paving, Structures & Illumination

CONTRACTOR: G. L. Compton, J. C. Compton Co. & John C. Compton

CONTRACT NUMBER: 7343

FEDERAL AID PROJECT NUMBER: F-RF-156(19)

DATE OF CONTRACT: April 3, 1970

DATE WORK STARTED: April 14, 1970

ESTIMATED COMPLETION DATE: N/A

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: N/A

WORK DAYS USED: N/A

SPECIFIED CALENDAR DAYS: 400

CALENDAR DAYS USED: 750

SPECIFIED COMPLETION DATE: N/A

PERCENT OF TIME ELAPSED: 187.5%

PROJECT AUTHORIZATION: $ 3,877,622.43

EXCLUSIVE OF ENGINEERING: $ 3,601,880.39

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,458,099.80

ESTIMATED PERCENT: ~~XXXXX~~ UNDERRUN 4.0 %

ENGINEERING AUTHORIZATION: $ 275,742.04

ENGINEERING COST TO DATE: $ 419,500.00

PERCENT OF AUTHORIZATION: 152 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: November 4, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.5	5.5			5.5
MILES PARTIALLY COMPLETED	5.5	5.5			5.5
MILES COMPLETED	5.5	5.5			5.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)	534,000 cy	202,600 ton			143,400 ton
TOTAL QUANTITIES CORRECTED TO DATE	471,000 cy	168,852 ton			134,475 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	471,000 cy	168,852 ton			134,475 ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	N/A	N/A			N/A
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	665B		689B		8522			
PERCENT	100%		100%		100%			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Cloudy	0		
MONDAY 27	Overcast	0		
TUESDAY 28	Overcast	0		
WEDNESDAY 29	Overcast	0		
THURSDAY 30	Overcast	0		
FRIDAY 1	Overcast	0		
SATURDAY 25	Cloudy	0		

RECEIVED
DEC 1972
CONSTRUCTION SECTION

K

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work this week. Projected completed November 4, 1972. Final Report.

Mr. A. C. Harwood visited the project on Friday.

SIGNED R R Cameron LOCATION Portland

R. R. Cameron, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Christianson

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

11-20-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 343 10	REPORT NO. 23	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 11/20/72	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. F-27-1(56)(10)

IN COMPANY WITH
A. Harwood, Reg Constr Engr, OSHD; R. Cameron, Resident Engineer, OSHD

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 187 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(Not applicable for all contacts.)*

cy Constr Bridge 11-30-72

COPY SENT
NOV 29 1972
REGIONAL OFFICE

NOTED
A. E. JOHNSON

ALDER CREEK-WILDWOOD SECTION
MT. HOOD HIGHWAY
Grading, Paving, and Structures

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on November 4, 1972, at which time 750 days had elapsed. The contract time was 400 days. The contractor was given a 260-day extension based on utility conflicts and extra work. Liquidated damages will be assessed for the remaining 90 days.

The material reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications with exception of Class "B" and plant mix bituminous base compaction. The contractor will be assessed penalties on the lack of specified compaction.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
STATE HWY ENGR
NOV 30 '72
REFER TO
FOR

11-30-72
Johnson
cy Young

FORM PR-338
(REV. 8-60)

PREVIOUS EDITIONS WILL BE USED

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NOV 7 - [illegible]2
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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7343

DATE November [illegible], 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7343**
Alder Creek - Wildwood Section,
Mt. Hood Highway

J. C. Compton Company, contractor on the subject project in Clackamas County has requested a 400-day extension of time because of utility delay for a full season. Bids were opened on this project March 19, 1970, with seven bidders. The 400 days allowed expired August 17, 1971. At that time, the project was 51 percent complete. Liquidated damages accrue at the rate of $300 per day except for three winter months.

Poles owned by Portland General Electric and Pacific Northwest Bell had to be relocated on about the westerly five-eights of the project where an existing two-lane road was to be reconstructed to four lanes with a variable median. The most westerly third of the project involved raising to a higher grade and three stages of embankment constructure (two stages of interim traffic). The very first grading stage required embankment construction on the northerly side and this is where the PGE poles were located. This was also in an area to be cleared and the pole relocation had to be coordinated with the contractor's clearing. The PHE moving was not completed until the winter of 1970-71 after the grading had been stopped for the winter with 230 days of contract time elapsed.

The contractor started work promptly on the project. Clearing started the day before the contract time count started.

Added orders for subexcavation, imported embankment and scale sites add up to $253,000, which on just a time-money basis justifies 30 additional days.

I have granted a 260-day extension on the project because of the utility delay and the added orders. This will eliminate $78,000 in liquidated damages and leave 90 days, or $27,000 in effect. The project was just completed November 4. This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the December 12 meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog
C. T. Keasey
V. L. Gallagher
L. W. Rulien
Gary Ross
Gary Sund

JAB:fw dps

RECEIVED
MAY 30 1972
R. R. CAMERON
Resident Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

5-19-72

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7343 Contractor G. L. Compton, J. C. Compton Co. & John C. Compton

Highway Mount Hood

Section Alder Creek - Wildwood

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 230 days extension because of utility delay during the first season of the project plus 30 days for added work.

Recommended for Approval:

Allan Howard
Division Engineer

Kersey
Construction Engineer or Bridge Engineer

F B Klaboe
State Highway Engineer

Contract No. 7343

Project designation Federal
State-Federal

Date awarded April 3, 1970

Work started April 14, 1970

Per cent completed 68% June 2, 1972
Date

No. of Workdays Allowed 400

No. of Workdays Used 599

No. of Added Workdays Requested 400

State Printing 37880

S—220 (Rev.)—6M—6-60

OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 0 1972
R. R. CAMERON
Resident Engineer

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 19, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 400 days to 800 days, within which to complete our Contract No. 7343, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached

Respectfully submitted,

J. C. Compton Co.
Contractor

By

CONSENT OF SURETY

Date May 24, 19 72

We, UNITED PACIFIC INSURANCE COMPANY
, as
surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert F Shapley
Robert F. Shapley, Attorney-in-fact
(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
1924 Georgia-Pacific Building
Portland, Oregon
Resident Agent

By Ethel Wolf
Resident Agents For Oregon

DALE DENNIS
DALLAS DENNIS
MIKE DENNIS

TELEPHONE 774-3284

G. D. DENNIS AND SONS, INC.
CONTRACTORS
7355 S. E. JOHNSON CREEK BLVD.
PORTLAND, OREGON 97206

March 22, 1972

J. C. Compton Co.
P.O.Box 86
McMinnville, Oregon

Re: Alder Creek-Wildwood
Contract 7343

Dear John:

Please be advised that we are hereby requesting an extension of time on the above referred project. The work was delayed a full season due to the fact that the utilities were not relocated until work was shut down for winter weather.

Therefore, we respectfully request an extension of time until October 1, 1972.

Very truly yours,

Dale Dennis
Dale Dennis
G.D.Dennis & Sons, Inc.

DD/lmm

RECEIVED
MAY 30 1972
R. R. CAMERON
Resident Engineer

RECEIVED
[illegible] 1972
FOR FILING

7343

November 3, 1972

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Your request for a time extension of 400 days on Contract No. 7343 for work on the Alder Creek-Wildwood Section of the Mt. Hood Highway in Clackamas County, has been considered.

Careful consideration was given to the reasons you submitted. Based on the information available and the provisions of the contract, an extension of 260 days is granted.

Very truly yours,

Tom Edwards
State Highway Engineer

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
L. W. Rulien
R. R. Cameron
V. L. Gallagher

JAB:fw dps

5

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OCT [illegible] '72
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7343

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 27, 1972

TO G. L. Green, Acting Division Engineer
[illegible]
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programming Engineer

Federal-aid Project
No. F-RF-156(19)

SUBJECT Request Change Order Approval

Contract 7343, Extra Work Order No. 11

Project Alder Creek-Wildwood

Highway Mount Hood

County Clackamas

This agreement covers the cost of constructing extruded Portland cement concrete curbs in lieu of the specified asphalt concrete curbs on this project. The contractor requested this change in work in that it will provide a more acceptable product and will relieve him of maintaining his paving plant for the small quantity of material required for this work. The quantity of curb to be constructed has been increased from that shown on the plans to adequately control drainage through the embankment area of the project. Copies of the Engineer's letter of explanation with cost justification by the Chief Cost Engineer are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, October 12, 1972.

Your approval as of October 12, 1972 is requested.

Attach.

HY:ed

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 20, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-RF-156(19)
Alder Creek-Wildwood Section
Request for Time Extension

Concurrence is given for the requested 260-day time extension based on the utility conflict and extra work.

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to Johnson
cy Keasey
Gallagher
Rulien
10-24-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

RECEIVED
OCT 16 1972
FOR FILING

7343

October 13, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97303

Dear Sir:

Request for Time Extension
Alder Creek-Wildwood Section
Oregon Project F-RF-156(19)
Contract No. 7343

The contractor requests a 400-day extension of the contract time on this project. This would double the contract time allowed. Some pertinent dates are:

Bids opened	March 19, 1970 (7 bidders)
Contract sent	April 3, 1970
Work started	April 14, 1970
Workday count started	April 15, 1970
400 days allowed expired	August 17, 1971 (job 51% done)
Anticipated completion	October 27, 1972 = 342 days liquidated damages at $300 per day

The contractor's request is based only on utility delay for a full season. Poles owned by Portland General Electric and Pacific Northwest Bell had to be relocated on about the westerly five-eighths of the project where an existing two-lane road was to be reconstructed to four lanes with a variable median. The most westerly third of the project involved raising to a higher grade line and three stages of embankment construction (two stages of interim traffic).

The very first grading stage required embankment construction on the northerly side and this is where the PGE poles were located. This was also in an area to be cleared and the pole relocation had to be coordinated with the contractor's clearing. PGE started their clearing operations for their line move the week of July 24, 1970. By then, the contractor's clearing work was 90 percent done but 101 days had elapsed, or 25.3 percent of the contract time. The PGE moving was not completed until the following winter during dormant time after the grading had been stopped for the winter, with 230 days of contract time elapsed.

We note that during the summer of 1970 the contractor had from 30 to 50 people working on the project. Please note that the contractor started work promptly. Two dozers started clearing the day before the contract time count was started.

The Stage 1 area for traffic was paved August 2, 1971. This was only 15 days before the contract time expired. Traffic moved to Stage 2 on bituminous base July 12, 1972. The utility relocation stage, followed by the two traffic stages in what proved to be a short grading season area, simply took three seasons instead of the two seasons contemplated originally.

Added orders for subexcavation, imported embankment and scale sites add up to $253,000, which on just a time-money basis would justify 30 days additional.

We seek your concurrence in a 260-day time extension because of the utility relocations and added work. This is derived as the 230 days charged in 1970 plus 30 days more for added work.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
V. T. Gallagher
L. W. Rulien

JAB:fw ja

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1972

SUBJECT: Alder Creek-Wildwood Section
Contract No. 7343
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

J. C. Compton requests a 400-day extension of the contract time on this project. This would double the contract time allowed. Some pertinent dates are:

Bids opened	March 19, 1970 (7 bidders)
Contract sent	April 3, 1970
Work started	April 14, 1970
Workday Count started	April 15, 1970
400 days allowed expired	August 17, 1971 (job 51% done)
Anticipated completion	October 27, 1972 = 342 days liquidated damages at $300 per day.

The contractor's request is very brief and is based only on utility delay for a full season. Poles owned by Portland General Electric and Pacific Northwest Bell had to be relocated on about the westerly 5/8ths of the project where an existing two-lane road was to be reconstructed to four lanes with a variable median. The most westerly third of the project involved raising to a higher grade line and three stages of embankment construction (two stages of interim traffic).

The very first grading stage required embankment construction on the northerly side and this is where the PGE poles were located. This was also in an area to be cleared and the pole relocation had to be coordinated with the contractor's clearing. PGE started their clearing operations for their line move the week of July 24, 1970. By then, the contractor's clearing work was 90 percent done, but 101 days had elapsed or 25.3 percent of the contract time. The PGE moving was not completed until the following winter during dormant time after the grading had been stopped for the winter with 230 days of contract time elapsed.

We note that during the summer of 1970 the contractor had from 30 to 50 people working on the project. Please note that the contractor started work promptly. Two dozers started clearing the day before the contract time count started.

The Stage 1 area for traffic was paved August 2, 1971. This was only 15 days before the contract time expired. Traffic moved to Stage 2 on bituminous base July 12, 1972. The utility relocation stage followed by the two traffic stages in what proved to be a short grading season area simply took three seasons instead of the two seasons contemplated originally.

Added orders for subexcavation, imported embankment and scale sites add up to $253,000 which on just a time-money basis would justify 30 days additional.

I note from the project file that FHWA recognized the serious utility relocation problem in a February 6 letter before the bid opening. As far as I can determine, their later approval to proceed to contract when we did made no qualifications regarding later utility delays. I have discussed this request with the District Engineer, but have no tentative committment.

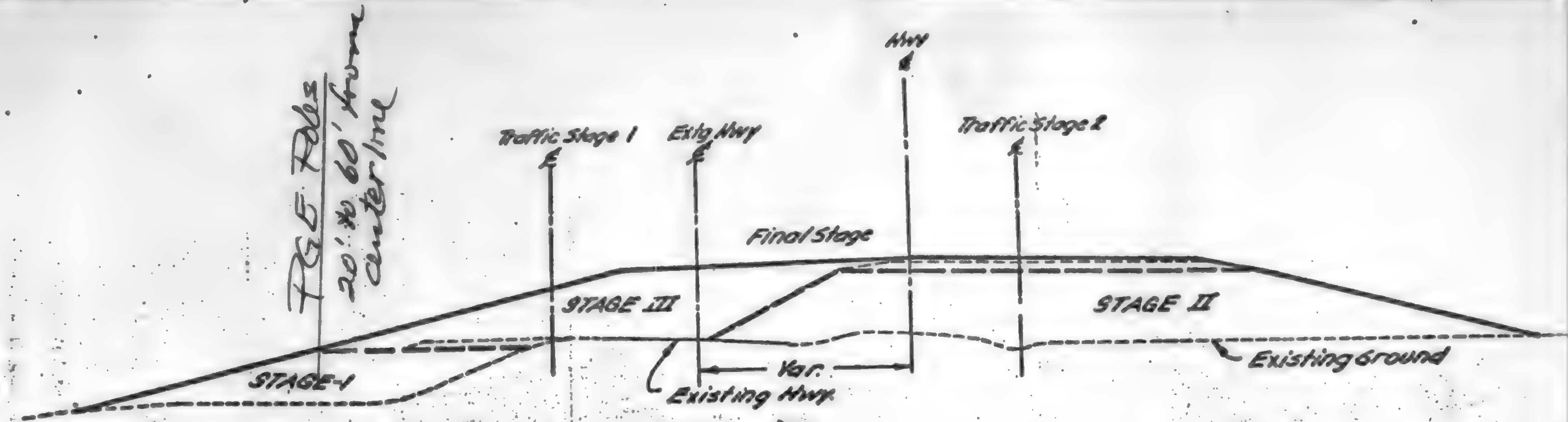
The Resident and Region Engineers recommend signifcant extension of the contract time to in effect grant another season. We concur in this and recommend a 260-day time extension because of the utility relocations and added work. This is derived as the 230 days charged in 1970 plus 30 days more for added work.

So far as we know, there are no contract claims on this project. I have checked with the Region office on this point just this week. Since we have no notice of claims, I assume there is nothing about this time extension analysis which would complicate or prejudice the State's position on any other matters.

This was a Federal-aid Primary project. A rough draft letter to the FHWA is attached.

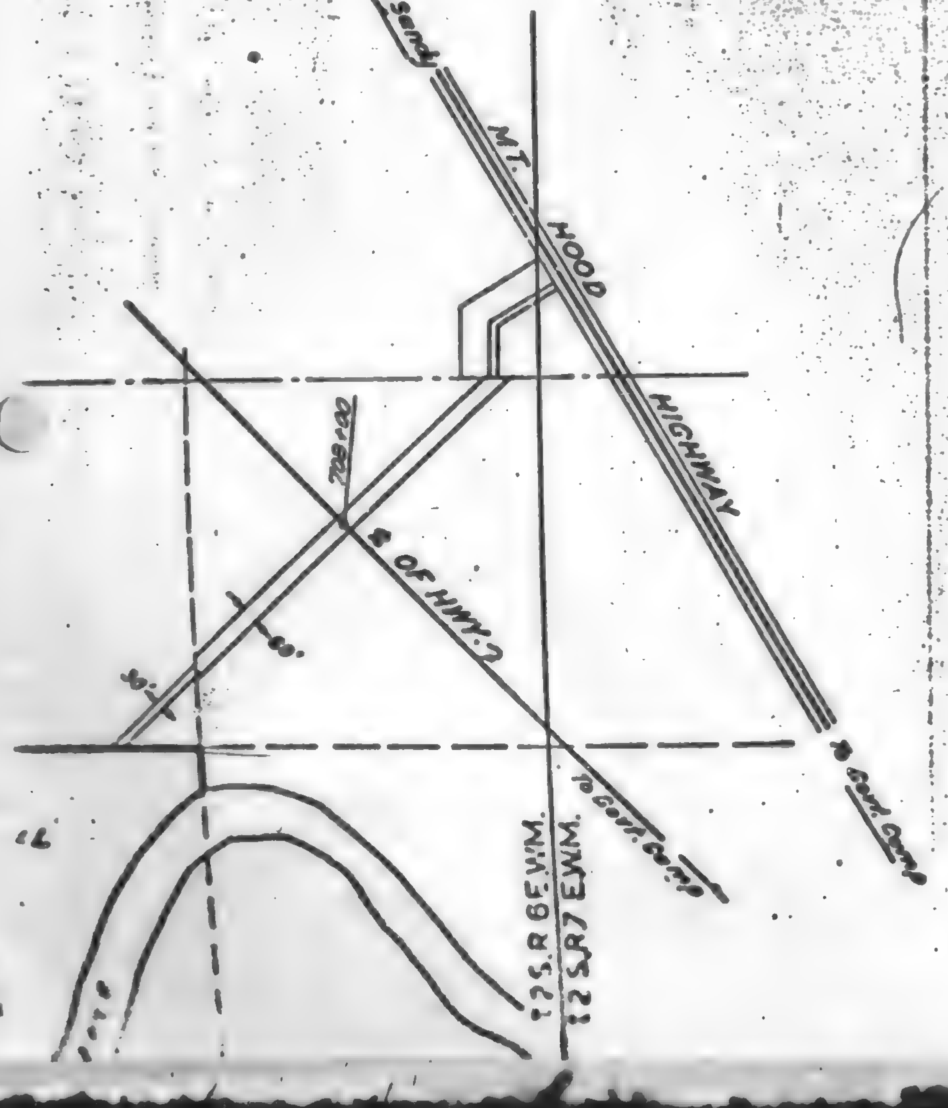
JAB:fw
Enc.
cc V. L. Gallagher

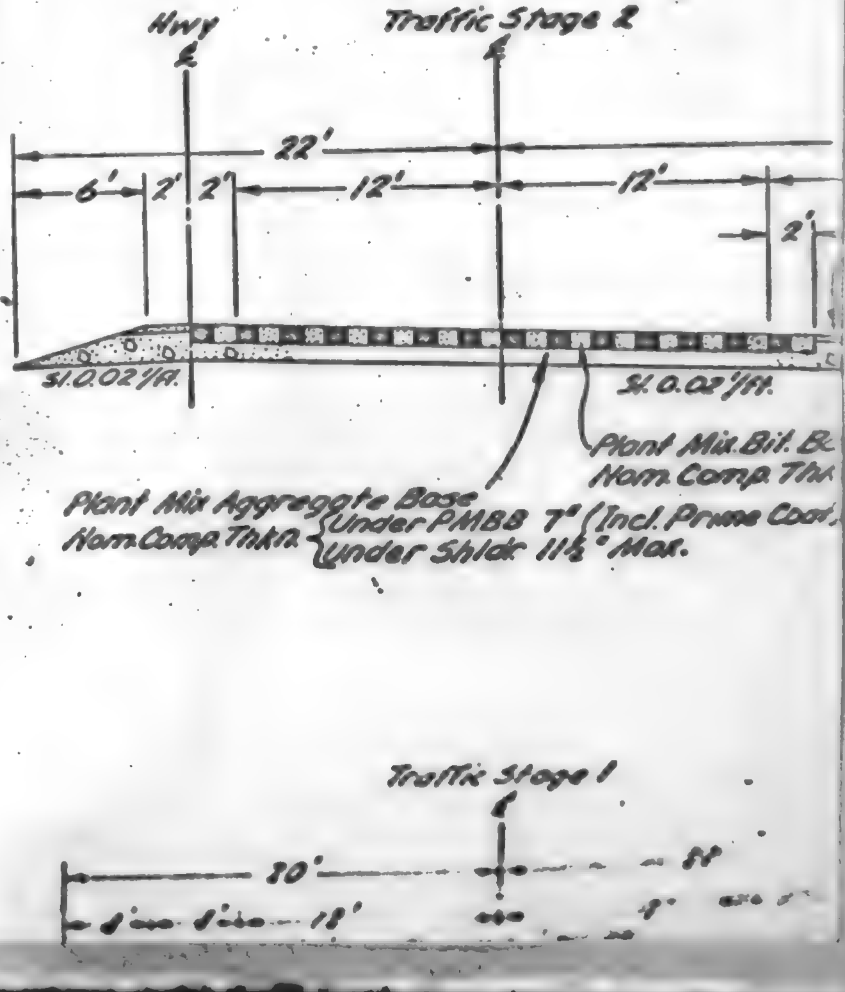
RECEIVED
OCT 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER



STAGE CONSTRUCTION

STA. 473+00 To STA. 514+00
547+00 To 555+00
585+00 To 600+00





RECEIVED
OCT 5 - 1972

FOR FILING

7343

October 3, 1972

Mrs. L. V. Karker
P. O. Box 64
Brightwood, OR 97011

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey (enc.)
Victor D. Wolfe "
L. W. Rulien "

Dear Mrs. Karker:

This will confirm my telephone conversation with you this morning advising that we would proceed to install a paved pedestrian-way underneath the west end of the Salmon River Bridge in Brightwood. This will not only cross underneath the highway at the west end of the bridge but will also be connected to the two existing frontage roads on the north and south sides of the highway. When constructed, it will serve pedestrians as well as those residents who use bicycles, and will be at least eight feet wide.

As I told you over the telephone, apparently we in the Salem office have failed to communicate with our people in the field; hence, they did not realize it was our intention to construct a paved pathway of this kind.

Mr. Larry Rulien, Regional Engineer at Milwaukie, has indicated to me that he will do everything he can to have this pathway completed yet this year. If you have further questions, I would suggest that you call him at 654-7741.

Thank you for calling this to our attention.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

September 21, 1972

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem Oregon 97310

Dear Mr. Cooper:

This is re your letter of May 11, 1970 and signed by Mr. F. B. Klaboe about a pedestrian path beneath the new bridge over the ~~new bridge over the~~ Salmon River in Brightwood.

In your letter you stated you could and would, and I quote, "construct a pedestrian way underneath the west end of the Salmon River Bridge and this we will do during construction." So far it is not in evidence.

There are some 40 or more families, now isolated on the south side of the highway, some of whom have been accustomed to walking to Brightwood for groceries and mail from the Post Office. Those of us on the north side have been deprived of our accustomed privilege of a pleasant walk or hike into the woods beyond. This was one of our means of recreation and exercise.

Now, after only one rain, it is utterly impossible to get under the bridge. The water is seeping out of the highway bank in rivulets and washing mud and rocks into the ditch which is full of water and the ground is nothing but mud and muck.

Mr. Cameron and other foremen whose names I do not know, have assured me this path is still in the plans, but only last week a man from Dennis Construction Company was in here and he told me that in so far as he knew, they had no intention of doing any more about a path on the slope of the bank, or at its base.

Please have some one come and look into this while it is wet and muddy and not after it is all dried up and reasonably passable, although it is a scramble for me and other older people, who are the ones to use it.

622-4235

Very truly yours,
Mrs. L. V. Karker
Mrs. L. V. Karker
P. O. Box 64
Brightwood, Oregon 97011

RECEIVED
STATE HWY ENGR
SEP 22 '72
REFER TO
FOR

Info	[illegible]	R/D	D/R	[illegible]	Act	File

RECEIVED
SEP 22 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

5

RECEIVED
[illegible]

FOR [illegible]

7343

August 14, 1972

Mr. J. B. Baker, Chairman
Hoodland Planning Group
P. O. Box 233
Rhododendron, Oregon 97049

Dear Mr. Baker:

We appreciate receiving your recent letter outlining the wishes of the Hoodland Planning Group with regard to the current improvement to Highway 26 between Alder Creek and Zigzag.

Regarding the provision of a bicycle path, you may expect a call in the near future from our Bicycle Coordinator Mr. James McClure, who will be wanting to discuss the matter with you in more detail.

We agree with your other comments regarding the "sentry boxes" used in the past as scale houses; although, these were utilitarian they were not completely appropriate in all settings. The building is rather small and when placed in the middle of a large paved area does stick out like a sore thumb. We hope, however, that our architects can give future buildings some treatment which will make them fit into the local setting.

Once again thank you for your comments as we do appreciate and solicit constructive input with regard to our highway projects.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
bc: George Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
Walt Hart
Victor D. Wolfe (Contact Mr. Baker and report)

3Bk '4TC

REFERRED TO
admin
BY SECRETARY

P. O. Box 233
Rhododendron, Oregon 97049
August 5th, 1972

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

At a recent meeting the Hoodland Planning Group voted unanimously that the State Highway Department be urged to take the following actions with respect to the section of Highway 26 now undergoing improvement between Alder Creek and Zig Zag:

1. Provide bicycle paths. This recommendation was made by the children of the Welches School, cyclists and motorists. This facility is requested on the basis of safety--not just because it would be something "nice to have".

2. Design necessary buildings at the weighing stations being installed in the vicinity of Brightwood, in such a way that the architecture would be compatible with the mountain surroundings rather than the sterile 'sentry boxes' usually associated with such an installation. It is felt that minor design alteration would accomplish this at little or no additional expense.

We respectfully request your favorable consideration of these requests.

Sincerely,

Jack B. Baker
J. B. Baker
Chairman

JBB:EW

RECEIVED
AUG 7 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
AUG 9 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 7 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 24 1972
FOR FILING

S

OREGON STATE HIGHWAY DIVISION

P. O. Box 02157 Portland 97202

July 11, 1972

7343

CO PROJ

Mrs. Lloyd Karker
P. O. Box 64
Brightwood, Oregon 97011

Re: Construction Activities
Salmon River Area
Mt. Hood Highway
Contract 7343

Dear Mrs. Karker:

In response to your letter of June 26, 1972 I have asked Resident Engineer Cameron to contact and advise you of his contractor's schedule of construction activities in your area. You may be assured that we intend to and will construct a pathway suitable for walking under the new Salmon River Bridge. Mr. Cameron will, in addition, check into the road conditions mentioned in your letter and discuss these matters with you.

Very truly yours,

NOTED
F. B. KLABOE

L. W. Rulien
Regional Engineer

Send copies to Klaboe
CTK

LWR/cr
cc C. T. Keasey
R. R. Cameron

Routing
v Keasey K
1 Bond
2 Walker
Johnson
E Pease
Glenn
Litchfield
Berg

RECEIVED
JUL 13 1972
CONSTRUCTION SECTION

JUL 18 1972

5-123

P. O. Box 64
Brightwood, Oregon
June 26, 1972

Routing
2 Kessey RECEIVED Pease E
1 Bond B JUN 28 1972 Glenn
Walker Litchfield
Johnson CONSTRUCTION SECTION Berg

Mr. F. B. Klaboe
Ass't. State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

I am writing concerning the access road to the new highway in Brightsood near the new bridge over the Salmon River.

In an interview I had with Mr. R. R. Cameron in May, 1970, we discussed our road and you agreed to reduce the width somewhat as we didn't need such a wide road into our and our neighbors' properties. This has apparently been done, but now the grading for entering the highway from our road is under construction and the curve upward from our road to the highway seems to be unnecessarily sweeping and the fill dirt was dumped too far over our way beyond the Highway Right of Way post. Also, there is no gravel on it at the present time and it is extremely muddy and slippery. We had several guests over the week end, as did my elderly neighbor and they all complained of this condition and were almost afraid of getting stuck.

Most important, however, in you letter dated May 11, 1970, you stated that a pedestrian path would be constructed beneath the bridge so that we could walk in safety to visit neighbors beyond the highway or just walk back into the woods for pleasure. Last fall, Mr. Cameron assured me that there were plans for this path. Now the road is being graded for paving and the banks smoothed for finishing and I see no evidence whatsoever of any path being constructed.

Since our lives have been disturbed enough already with this monstrocity of a highway through this formerly peaceful area, please look into the matter of the pedestrian path so that we may at least cross the highway in safety with our dogs and children.

Sincerely,

Mrs. Lloyd V. Karker

Mrs. Lloyd V. Karker
P. O. Box 64
Brightwood, Oregon 97011

RECEIVED
JUN 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1970
FOR FILING

Const
R/W
Mt Hood Hwy

P. O. Box 64
Brightwood, Ore. 97011
May 12, 1970

Mr. F. B. Klaboe
Assistant State Highway Engineer
Salem, Oregon.

Dear Mr. Klaboe:

Thank you for your prompt attention to my letter of May 5 concerning our access road near Brightwood.

Mr. Cameron did call on me and conceded that perhaps we did not need so much road as was planned by your engineers. The new findings as stated in your letter are more agreeable and I am sure will be more than adequate for our needs. I feel much better about the whole thing.

Also, we are very pleased that you feel you will be able to make a pedestrian path beneath the bridge. We do enjoy the walks farther into the woods and have been feeling that we were being left on an island that led to nowhere.

Thank you for your consideration.

Yours truly,

Mrs. Lloyd V. Karker
Mrs. Lloyd V. Karker

NOTED
F. B. KLABOE

NOTED
R. L. FOR

NOTED
FORREST COOPER

REFERRED TO
Peter Cooper

Sometimes we win
a few points.
FBK

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

5-15-70

cc Rubin - Morgan
Please see that this
work is properly done FBK

RECEIVED
MAY 11 1970

FOR FILING

Const
R/W
Mt. Hood Hwy

May 11, 1970

Mrs. Lloyd V. Karker
Post Office Box 64
Brightwood, Oregon 97011

Dear Mrs. Karkor:

This is in reply to your letter of May 5 concerning a new access built to serve your property and others near the Brightwood area on Highway 26.

I understand that Mr. Rob Cameron has visited with you at your home as you requested and has discussed the problems posed in your letter. I am informed, if it is agreeable with the owners, that the roadway will be reduced to 16 feet from the planned 20 feet. We will also lower the grade about a foot to better fit the ground past your property.

The third item concerning the possibility of pedestrians crossing this four-lane facility has also been investigated and we find that we can construct a pedestrian way underneath the west end of the Salmon River Bridge and this we will do during construction.

Thank you for bringing these matters to our attention. It is our sincere hope that the steps outlined above will help a little in solving the problems of your community.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor Wolfe-10296
D. J. Barbee - Enc.
L. W. Rulien - Enc.
Rob Cameron - Enc.

FBK:srb

P. O. Box 64
Brightwood, Oregon 97011
May 5, 1970

10296

Klaboe

Chief Engineer, Highway Dep't.

Salem, Oregon

Re, Section of Highway 26 at Brightwood

Sir:

I wish you would come out here and explain something to me. A new section of Highway 26 is being put through in front of our property here in Brightwood and a new access road will be built so that we mave access to our property.

It so happens that the highway is cutting our neighborhood in two and all that will be left of the houses on the north side of the highway to benefit from the new access road, are three homes. One of these houses is so close to the actual highway and at the end of the access road, that the State has bought it, trying to compensate somewhat for disrupting a home that was to have been more or less a place of retirement for these people. That leaves only two homes that will need a road, so will you tell mewhy we must have a 30-foot paved highway, ruining the looks, the plantings and the entrance to our property? We were told in the beginning that the access road would be at the same level it is now, but this afternoon, the surveyors were in here setting out stakes and they tell me that there will be at least a one and a half foot fill sloping into our drive.

This will take out some of the small trees that we hoped would give us a little shade and protection from the wide open spaces of the road and the noise and dust thereof.

For the little bit of traffic--practically none but ourselves--that will use this road, I see no earthly reason why the road cannot be narrowed at this point and at least deviate around these trees so that we may have some measure of privacy.

Since the present trend is to preserve all of the beauties of the countryside, is it necessary to spoil any tiny segment that can be preserved when the need is not there, in order to follow specifications of the highway department, the Federal Government or whatever powers that be that say how these things shall be done? Are the property owners ever given any consideration or choice what-so-ever on anything? No wonder the young people are rebelling these days. It is time the rest of us middle aged folks quit being door mats, also!

We in this neighborhood, have been so upset about the whole thing, spoiling the ecology, the scenery, many fine trees, a beautiful section of the Salmon River with many fine building lots on it, and our whole way of life. We will be cut off from enjoying the mountain paths and quiet of the back country unless we cross the highway, which at this point of the bridge approach, would be very dangerous.

Please come and try to explain to us why this must be!

Yours truly,

Mrs. Lloyd V. Karker
Mrs. Lloyd V. Karker

RECEIVED
MAY 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

1- Narrow Rd. to 16' of pavement to conform plan 2.0
2- Lower grade to fit ground OK (that we can)
3- Footpath under bridge - will do

7343

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Region 1 - Milwaukie

DATE: June 9, 1972

To: MEMO TO THE FILE

FROM:
L. W. Rulien
Regional Engineer

NOTED
F. B. KLABOG

SUBJECT: E. W. Morlan Accesses near Alder Creek
Alder Creek-Wildwood Section
Contract 7343

At 3 PM, Monday, June 5, Mr. Rob Cameron, Resident Engineer, and I met with Mr. E. W. Morlan, property owner on the northerly side of the Mt. Hood Highway, easterly of Alder Creek. We discussed Mr. Morlan's accesses and his proposal that we construct a minor frontal road in lieu of direct accesses onto the highway proposed on the plans. The direct accesses can be constructed with reasonable grades and will be paved. Sight distance at the approach will be good, the reconstructed highway will have a 16' median which will enable left-turning vehicles to get out of the path of traffic. Construction of a frontal-type facility would cost between $5,000 and $6,000 more than the direct accesses. It would have no particular advantage at the point of entry to the new highway. There would also be a question of maintenance of the rather circuitous route. I advised Mr. Morlan that the additional costs could not be justified and the new accesses would be much superior to what he has now and should afford a safe entry onto the highway. I don't believe any further action is required at this time.

NOTED
TOM EDWARDS

RECEIVED
JUN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LWR/cr
cc A. E. Johnson
C. T. Keasey
Rob Cameron

NOTED
A. E. JOHNSON

E. W. Morlan
Rt. 1, Box 1368
Sandy, Oregon 97055

May 31, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. A. E. Johnson:

Re your letter of May 25, 1972, access road just East of Alder Creek. I talked to Mr. Cameron and he suggested I write to you.

We will give any extra land needed for the acess road to tie in with the Old Highway #26, there-by doing away with the three or four approaches now in use. It is almost impossible to get onto the highway, at all now, becaude of the very steep approaches and the loose gravel. If there was black topping part way down, stopping and starting again for the heavy traffic, would'nt be such aproblem. Also, dirt is piled so high on both sides that you cannot see on comming traffic. Week-ends and holidays it takes forever to get onto the highway. When there is a break, we spin and slip on the loose gravel, and many times have to back down to the bottom and hope and pray there is still an opening when we get back to the top.

We will be very happy to cooperate with the Highway Dept. to get this much needed access road. Our neighbors and visitors think as ew do, that this is a must. Would surely avoid many future accidents.

Also, by giving us approaches on the now old highway, we could all get onto the new highway at the West end, thereby, tieing in with the Kirkwood Drive and Barlow Rd. access.

Sincerely;

Ew Morlan

E. W. Morlan

P.S. We plan to leave the 8th of June for a visit East, probably be 30 to 40 days befor our return. Please let us hear from you. Thank you.

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FIL

7343

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: April 13, 1972

In reply refer to: 10-35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

Mulach

SUBJECT: Oregon Project F-RF 156(19)
Alder Creek Wildwood Section
State Force Order No. 4
Total Estimated Amount of the Order - $9,500.00
Federal Participation - $5,700.00

cy Consts 4-20-72

Reference is made to Mr. Young's letter of April 6, concerning the subject order.

The use of State Forces to install permanent signing is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically and expeditiously.

Signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of signing less salvage value if applicable. The estimated total costs of the work to be done under this order is $9,500.00 with Federal participation of $5,700.00.

Enclosure
State Force Order No. 4

✓ 4-18-72
REFERRED TO
Al - Young

TOM EDWARDS

RECEIVED
APR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

100—SM

STATE COPY G-1P

…ED EFFECTIVE DATE 3-31-72
C… ngent upon modification of pro-
… agreement if additional …ds are

Malach
Dist. Engineer

…E 4-13-72
…AL HIG…

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name: Alder Creek - Wildwood
Date: March 20, 1972

Highway: Mount Hood
Contract No. 7343
F. A. Project No. F-RF-156(19)

County: Clackamas
Prefix: 3-1008
Account No. 276-04

Description of Work To Be Done: Furnish and install permanent signs.

Location by Station Numbers: Entire Project.

Estimate of Quantities and Costs: All signs in place ~~$6,017.40~~ $9,500
(see attached estimate for details.)

Explanation: Permanent signing was not included in the contract, but funds were provided in the project authorization as an additional anticipated item.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$3,877,622.43
Present estimate of project cost, including $ ~~6,017.40~~ 9,500 for work under this order	$4,024,504.27
Expected ~~XXXXXXXX~~ over-run (amount)	$146,881.84
Expected ~~XXXXXXXX~~ over-run (per cent)	3.8

Space to right of this line is for use of Salem Office

Submitted by: R. R. Cameron
R. R. Cameron
Resident Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended:
Division Engineer

Approved:
~~Deputy State Highway Engineer~~
Assistant State Highway Engineer or
[redacted]

State Printing

RECEIVED
APR 10 1972
FOR FILING

7343

April 6, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-RF-156(19)

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7343, State Force Order No. 4

Project Alder Creek-Wildwood

Highway Mt. Hood

County Clackamas

The Order covers furnishing and installing permanent signs throughout the project. The contractor is neither properly equipped nor staffed to perform the work contemplated under this Order. The State has the necessary special equipment and trained personnel to perform the work most economically. This work was anticipated.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this Order is $9,500.00 with Federal participation of $5,700.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on March 31, 1972.

Your approval as of March 31, 1972 is requested.

JK:bb
Attachments

RECEIVED
FEB 28 1972

FOR FILING

F-RF-156(17)
7343

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
February 24, 1972

SUBJECT: Construction Speed Signs
Alder Creek-Wildwood Section
Contract 7343

To: Mr. Rob Cameron
Resident Engineer

PORTLAND

This date Mr. Al Johnson requested that we remove the construction speed signs from the subject project until such time as job activity would once again demand their use. Please do so.

NOTED
A. E. JOHNSON

L. W. Rulien
Regional Engineer

LWR/cr
cc A. E. Johnson
C. T. Keasey

RECEIVED
FEB 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1972

FOR FILING

F-KE-156(17)
7343

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1972

SUBJECT: Alder Creek-Wildwood Section
Mt. Hood Highway
Contract No. 7343

To: Mr. L. W. Rullen
Region Engineer
P.O. Box 02157
Portland, OR 97202

Returned herewith is the "Report on Expected Overrun of Project Authorization" submitted under date of January 10, 1972, on the subject project.

The item by item analysis of the status of the project submitted subsequent to the above report indicates an overrun of 3.4 percent, including the additional $110,000 plugged in for anticipated engineering costs. This still leaves 1.6 percent or approximately $62,000 to cover possible contingencies before exceeding the 5 percent overrun limit.

It appears then that this report was premature.

You should exert very close control over this project to keep it from overrunning any further and to attempt to reduce the present overrun as much as possible between now and completion.

F. D. Morgan
Construction Engineer

NOTED
A. E. JOHNSON

By
C T Keasey
C. T. Keasey
Field Construction Engineer

CTK:fr

Attachment

cc: A. E. Johnson

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1972

SUBJECT: Overrun of Project Authorization
Alder Creek-Wildwood Section
Contract No. 7343

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Herewith a request for additional funding in the amount of $257,340.63 which is 6.64 percent of the existing project authorization. This is a 5.4-mile widening and realignment project with one major structure. Bids were opened March 19, 1970 with 400 calendar workdays allowed anticipating a two-season job that would have been completed in the fall of 1971.

The project is now only 68 percent complete and will probably require the majority of the 1972 summer season for completion. This relates directly to an expected engineering overrun of $110,000.

Another major reason for the overrun is the addition of a scale site which was added by a Price Agreement in the amount of $124,477 early in the job. As originally put out for bidding, the project included a scale site but it was deleted from the project by a change letter, then subsequently restored at a different location by the Price Agreement.

Unsuitable foundation conditions have required over excavation costing $21,000. A scarcity of suitable granular material from the roadbed excavations in conjunction with a shift in the shrinkage factor requiring additional material for embankments has caused added orders for imported granular borrow amounting to $29,500 (EWO 4) for subgrade backfill and $67,500 (PA 5) for imported embankment at the Salmon River Bridge.

The job could probably have absorbed these items had it not been for the added scale site which along with the engineering associated with just it amounts to about 3.6 percent of the project authorization.

You will note the amount we are requesting includes the usual percentage for contingencies on the work yet to be done. We recommend your approval. A rough draft letter to the Highway Commission is attached.

RECEIVED
FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

Enc.
JAB:fw
cc V. L. Gallagher

Form No. Z-373-1056-7-56

OREGON STATE HIGHWAY DEPARTM

Report on Expected Over-run of Project Authorization

Project Name: Alder Creek - Wildwood
Date: January 10, 1972
Highway: Mount Hood
Contract No. 7343
County: Clackamas
Kind of Work: Grade, Pave & Struct.
Contractor: G. L. Compton, J. C. Compton Co. & John C. Compton

Contract Amount: $3,341,525.50

Expected over-runs and under-runs in contract items:

Major items, itemized:

		Quantity	Unit Price	Amount
Item No. 6	Embankment Foundation Excavation	10,516.8 C.Y.	$2.00	+$21,033.68
11	Trench Excavation	2,170.0 C.Y.	3.50	+ 7,595.00
17	3/4-0 Aggregate in Base (PA#10)	10,000 Ton	2.50	- 25,000.00
33	24-inch Culvert Pipe	684.0 L.F.	8.00	+ 5,472.00
56	Loose Riprap, Class 2000	1,800 C.Y.	5.00	+ 9,000.00
79	Structure Excavation Below Elevation Shown	450.0 C.Y.	10.00	- 4,500.00

Minor items, unitemized algebraic total: - 5,554.53

Subtotal: $ + 8,046.15

Approved work orders (Price, extra work and state force orders): $ 329,405.90

Expected over-runs and under-runs in work orders:

Major items, itemized:

		Amount
P.A. 4	Construct Scale Site	+ $3,644.57
E.W.O. 3	Gate Valves	- 300.00
E. W.O. 5	Remove Danger Trees	+ 856.63
E.W.O. 8	Furnish & Place Bag Riprap	+ 624.24
S.F.O. 1	P. G. E. Relocation	+ 511.77

Minor items, unitemized algebraic total: - 5.20

Subtotal: $ + 4,308.47

Authorization for engineering: $ 275,742.04

Expected over-run or under-run of engineering authorization: $ 110,296.82

Costs not included above (explain) Anticipated items in original Authorization (Remain'g) (4-1/2% of approx. $1,200,000 of unfinished work): $ 11,000.00

Allowance for future contingencies (33 % of work remaining): $ 54,638.18

Credits to come from transfers and deductions: $

Present estimate of project cost: $4,134,963.06

Brief Statement of principal causes of over-run: Construction of Scale Site which was not anticipated in original authorization ($128,122.32). Additional embankment foundation excavation necessary ($21,000.00). Quarry Run Rock Backfill to place in excavated foundation areas ($29,500.00). Deficiency in available embankment material, additional required, ($67,500.00). Additional engineering required because of overrun in contract completion ($110,296.82).

Not approved

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$3,877,622.43
Present estimate of project cost	$4,134,963.06
Expected over-run (Amount)	$ 257,340.63
Expected over-run (per cent)	6.64%

Space to right of this line is for use of Salem office.

Submitted by: R R Cameron
R. R. Cameron, Resident Engineer

Confirmed by: Division Engineer

Noted by: L O Morgan, Construction or Bridge Engineer

Noted [redacted] sistant State Highway Engineer

F-RF-156(19)
7343

February 4, 1972

The Honorable Wendell Wyatt
U. S. Representative
414 Cannon House Office Building
Washington, D. C. 20515

Dear Mr. Wyatt:

Reference is made to a January 13 letter you received from Mr. Gerald A. Griffiths of Star Route 3, Wemme, Oregon concerning safety hazards on that portion of Highway 26 from Alder Creek to the westerly limits of Government Camp.

At the present time that portion of the highway from Alder Creek easterly approximately five and one-half miles is under construction. This contract has been in progress since the middle of 1970 and we estimate that it will be completed in the later part of this summer. The project is now shut down because of winter weather.

The contractor utilized wooden and metal sight posts equipped with reflectorized buttons throughout the construction project. A recent inspection indicated that these should be replaced with standard sight posts and we are having these installed. This work is about completed. The contractor has installed metal barricades with lights at the critical points but it has been extremely difficult to keep the lights in operation because of vandalism.

The section of Highway 26 east of the construction project to Government Camp is delineated by standard sight posts with reflectors. During the snow season, painted snow poles are installed east of Rhododendron at about every sight post. Between Zigzag and Rhododendron, we utilize snow poles as needed but not as a regular practice.

It is not our policy to install linear illumination on rural highways and this is true of Highway 26.

As soon as weather conditions will permit, the Highway Division will do the necessary minor patching and retrace the painted traffic centerline.

As requested, I am returning Mr. Griffiths letter to you.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Enc.
cc George M. Baldwin/att
F. B. Klaboe
A. E. Johnson
F. D. Morgan/att
L. W. Rulien/att

AEJ:js ms

Gerald A. Griffiths
Star Route 3
Wemme, Oregon
97067

The Honorable
Wendell Wyatt
United States House of Representatives
Oregon Building
Washington D. C.
20025

January 13, 1972

Dear Mr. Wyatt,

I would like to introduce a grave problem to your office concerning the safety hazards of a stretch of highway from Alder Creek to the westerly limits of Government Camp on Highway 26. Night driving is an extreme hazard due to distantly spaced reflectors on thesides of the roads and no proper street lighting. As this is thewinter season, it becomes at times, almost impossible to distinquish where the side of the road ends. The State has not at the time bothered to erect poles which mark theroadway during blankets or snow.

The road condition in itself is also an extreme hazard to the daily commuter with pot holes that are unevenly filled. The State has been working on a construction of a four lane highway running from Alder Creek to Wildwood for two winters now without completion. The completion of this new stretch of road would be a great asset to all who have to use highway 26. I could see the reason for the possible delay of this project if this was not a highway that was not used often. But to be frank, an uncountable amount of Oregonians use it for commuting and skiers for their trips to Mount Hood.

In my opinion a useful aid on this road would be reflectors on the center line so as to distinquish the separation of the two lanes when driving at night. There are many other residents of this community that feel as I do on this matter.

I would appreciate any assistance that you may give to this matter. Thank you.

Respectively,

Gerald A. Griffiths

Gerald A. Griffiths

[illegible] 1972

Noted
GEORGE M. BALDWIN

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

E-RF-156 (19)

1342

January 24, 1972

Mr. Tom Taylor, Editor
SANDY POST
Sandy, Oregon 97055

Dear Tom:

Senator Ken Jernstedt recently informed us that he had received a number of complaints concerning the marking of construction impediments on the Mt. Hood Highway project. We have inspected the project and find that while the situation is not as bad as anticipated, certain demarcation improvements can be initiated.

The project is, of course, shut down for the winter. Wood and metal posts, equipped with reflectorized buttons, are in place throughout the project. Metal guardrail barricades, illuminated by yellow reflectors, warn motorists at all bridges and detour connections. The metal barricades have not been lighted since shortly after the project commenced because of continuing and excessive vandalism. We plan to reinstall the yellow lights on the barricades but are pessimistic about their lasting value. Perhaps you can assist us by informing your readers of the record of vandalism, pointing out that the additional costs are eventually borne by the motorist through increased highway construction costs.

We will also be installing a higher quality delineator throughout the construction area to better outline the edge of the travelway. Traffic lines, presently in good order, will be retraced as soon as weather conditions permit.

These improvements are expected to be made shortly. We thank you and Senator Jernstedt for having expressed your concern.

RECEIVED
JAN 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

George M. Baldwin
Administrator of Highways

By Gary L. Sund

Gary L. Sund
Public Affairs Director

GLS:ob
cc - Senator Ken Jernstedt
b/cc - George M. Baldwin, Tom Edwards, A. E. Johnson, C. T. Keasey, L. W. Rulien &
R. B. Sipprell

RECEIVED
JAN [illegible] 1972
FOR FILE

F-RF-156(19)
7343

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1972

SUBJECT: Alder Creek-Wildwood Section
Mt.Hood Highway
Contract No. 7343

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Cy Gary Sund
1-19-72

In response to Gary Sund's letter of January 14 to Mr. Edwards regarding complaints received on the delineation of hazards on the subject construction project, I went over the project on January 18, 1972 with Region Engineer Larry Rulien.

This project is, as you know, shut down for the winter. Delineation in the form of wood or metal posts with reflectorized buttons were in place throughout the project as well as metal Type II guardrail barricade at the bridges and detour connections. The barricades were not lighted but did have yellow reflectors installed. Earlier in the construction of this project, lights had been installed on these barricades, but due to excessive and continuing vandalism, they had been removed and replaced with the yellow reflectors. All required warning signs appeared to be in place and in good condition.

After viewing the project, we decided to install Standard W-1 delineators throughout the construction area to better outline the edge of the traveled roadway and to reinstall the yellow lights on the barricades. The delineators will have to be salvaged and reinstalled in their final location on completion of the project and any losses due to damage or other causes made up to the contractor on an extra work basis.

The traffic line through the construction area was in reasonably good condition, but will be retraced again as soon as weather conditions and scheduling will permit.

Machinery was started in motion immediately to accomplish these things as soon as the contractor can be contacted and get crews on the job. I suggest that it might be a good idea for Gary Sund to stress the vandalism angle in his reply to Mr. Taylor.

NOTED
A. E. JOHNSON

F. D. Morgan
Construction Engineer

By C. T. Keasey
C. T. Keasey
Field Construction Engineer

RECEIVED
JAN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CTK:fw
Attach.
cc: Tom Edwards
L. W. Rulien

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1972

SUBJECT:

To: Tom Edwards
State Highway Engineer

Senator Ken Jernstedt (R - Hood River) called me today to state, that while stumping his new legislative district, he had received a series of complaints on our inability to properly mark construction impediments on the Mt. Hood highway project between Alder Creek and Government Camp. He wondered if the contractor could be encouraged to better illuminate traffic hazards and leave more definitive warning signals after leaving the job for the day.

Mr. Tom Taylor, editor of the SANDY POST called later in the day to reaffirm Senator Jernstedt's observations and noted that he would be pleased to publicize our efforts to improve this unsatisfactory situation if such efforts were forthcoming.

Will you please let me know what I can tell Senator Jernstedt and Mr. Taylor.

Gary L. Sund

Gary L. Sund
Public Affairs Director

GLS:ob

cc - F. B. Klaboe
R. B. Sipprell
Larry Rulien

RECEIVED
JAN 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1-19-72

Gary Sund:
This has been inspected many, many times but I am asking Johnson to again go over it with Keasey and Rulien. My best guess is that it is not as bad as painted.

Tom Edwards

cy Johnson
Files

RECEIVED
JAN 3 - 1972
FOR FILING

F-KF-156(17)
7343

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 22, 1971

NOTED
R. L. PORTER

Mr. Hal A. Dudley, Secretary
Mt. Hood Lions Club
Post Office Box 182
Rhododendron, Oregon 97049

Dear Mr. Dudley:

Thank you for your recent letter expressing your concern over the condition of the Mt. Hood Highway.

The Highway Division is aware of the problem and is taking steps to alleviate the nuisance and hazards to the greatest possible extent.

As you know, this work was undertaken only after long and strong requests from local interests in the Wemme-Rhododendron area. Unfortunately, the working season in this sector is short and completion is not possible during one season.

I am confident that the benefits of the new improvement will be well worth any inconvenience that will be experienced during the next few months.

The Highway Division assures me that all hazards will be corrected and that the traveler will not be subject to undue danger. Please let me know if satisfactory improvements are not accomplished soon.

Sincerely,

Governor

TM:dj

bcc: Rod Porter

RECEIVED
DEC 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

12.9.71 Dudley to Highway Hwy

MT HOOD LIONS CLUB
WEMME, OREGON 97067

December 8, 1971

REFERRED TO Johnson
FOR Dept Plans
R. L. PORTER

Governor Tom McCall
State Capitol Building
Salem, Or. 97310

Dear Governor McCall:

At the recent meeting of the Mt Hood Lions Club, the following points were discussed and resolved, that, you should be advised of these conditions.

We wish to call your attention to a deplorable and dangerous situation, existing on the Alder Creek to Wemme section of Highway 26. Many of us drive this highway daily, also many of us have Wives, Teenagers and friends , who drive it every day, we are most concerned with their safety.

While we reconize the limitations, necessary with new construction,the safety of the Public should still be paramont, please note the following list of serious hazards.

1. Just east of Alder Creek, a large dirt fill has been made which towers above the present roadway. During heavy rain, water and mud wash over the roadway and down the Hiway, causing a very slippery condition and limiting visability to practically '0'.

2. Near Wildcat Creek the hiway has been moved northerly to the bank of the Sandy, River. At this point the shoulder slopes away alarmingly at the edge of the blacktop some six to eight feet to a drop off to the Sandy River. There is no guardrail here nor, any warning light, this is always an icey spot in winter.

3. The pavement itself is in poor condition, with numerous chuckholes 2 to 4 in. deep. During construction a number ofwaterline cuts were made and most of the patching is extremely rough and breaking up. Most ofthe way the shoulder drops about 5 or 6 In. below the pavement- enough to throw a car out of control, no warning markers are present.

4. At the junction with the East end of Sleepyhollow Road there is a low spot where water 'lays' and tends to throw a car out of control, this is also on a curve of poor visibility.

5. To all this add the fact there are very few reflectors on this stretch of road. At night, in rainy weather, with oncoming car lights in your eyes it is almost impossible to determine the course of the hiway.

Mr Walter Blaisdell of Wemme, has contacted several of the Highway Dept. people (Mr. Stoval, Mr. Cameron and Mr. Query of the Commission) and has been advised that the Department is trying to get the Contractors to do something, however we feel that this action is not enough, what we need is action.

We fully realize the Contractors and the Department has problems, but the fact remains that a neglected danger exists and an accident victemor the Widow and her children are going to have one hell of a bigger problem.

May we look foward to early action on this matter or a personal visit to the area along with your Engineers, time is most important.

The above statement was authorized by the full membership and ordered to be carried to a conclusion by the Board of Directors, Mt Hood Lions Club.

Very truly yours

Hal A. Dudley, Secretary
Mt Hood Lions Club
P.O. Box 182
Rhododendron, Or. 97049

CC: Mr Stoval
Mr Query
Mr. Rulien
The Sandy Post
The Gresham Outlook
The Oregonian
File

RECEIVED
DEC 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR FILING

F-RF-156([illegible])
7343

111

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland 97202
December 16, 1971

To: MEMO TO THE FILE

SUBJECT: Winterization
Alder Creek-Wildwood Section
Mt. Hood Highway
Contract 7343

I did on Tuesday, December 14, make an inspection of the presently traveled roadway through the subject project with Mr. Morgan, Construction Engineer, and Mr. R. R. Cameron, Resident Engineer. This particular inspection was prompted by a letter from the Mt. Hood Lions Club of Wemme, Oregon, which was very critical of the travel conditions throughout this project. It is my understanding that Mr. Morgan will write a report relative to this inspection.

My observation was that several of the major complaints in the Lions Club letter had been taken care of prior to receipt of the letter. The contractor had gone through the project, rocked the shoulder area, and there were no dropoffs at the edge of the travel lanes. The contractor had also gone through the project and installed temporary wooden sight posts with reflectors. In addition, in the area just easterly of Alder Creek the contractor had cleaned up the ditch area between a temporary fill slope and the travel way which had been the subject of erosion (a temporary slope would erode and fill up the minimal ditch and the travel lane. Material would then come out onto the roadway.)

There still remains a flat, broad roadway area near the interchange of Sleepy Hollow Road that presents a drainage problem. Mr. Cameron is to take immediate steps to cut down the southerly shoulder and road approach so as to provide a better means for this water to dissipate. This section, because of the construction stage, is posted for 40 MPH. The pavement is scabby and rough but not hazardous. I observed no chuck holes of the depth that could be considered "tire busters".

Mr. Cameron will advise the contractor to upgrade the condition of the portion of the roadway which he has damaged and indicate to him if he does not do so forthwith we will undertake the work with State Forces and bill him. I have also asked Mr. Cameron to contact Mr. Hal A. Dudley, Secretary of the Mt. Hood Lions Club, and establish local communication.

L. W. Rulien
Region Engineer

RECEIVED
DEC 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LWR/cr
cc F.D. Morgan
R.R. Cameron

NOTED
A. E. JOHNSON

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1971

SUBJECT: Alder Creek-Wildwood Section
Mt. Hood Highway
Contract No. 7343

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Reply is made to your letter of December 10, 1971 regarding a complaint by the Mt. Hood Lions Club about certain hazardous conditions on subject project. Accompanied by Mr. L. W. Rulien, Regional Engineer for Region I, and Mr. R. R. Cameron, Resident Engineer on subject project, an inspection was made of the project in general, and more specifically the five items listed by the Lions Club as follows:

1. Mud wash from fill area just east of Alder Creek. This area was cleaned up during the week of December 6 - 10 by the contractor's forces and appears to be in a satisfactory condition; however, the Resident Engineer was instructed to make an inspection of this area at frequent intervals throughout the following winter months and take whatever action which might be necessary to keep this area in a satisfactory traffic condition.

2. Protection for shoulder slopes near Wildcat Creek. The Resident Engineer was instructed to place reflectorized sight posts (probably 50-foot to 75-foot center to center) in the shoulder area westerly of Wildcat Creek for such distance as necessary. Resident Engineer to inspect during period of darkness to judge effectiveness of these delineators. If this is not considered adequate, it may be necessary to install a temporary guardrail. The Region is to inspect also and take durther corrective measures if needed.

3. Poor condition of pavement surface, chuckholes, etc. Resident Engineer to see that this condition is satisfactorily improved by contractor's forces or by State forces and deduct cost of same from contractor's estimate.

4. Water at junction of Sleepyhollow Road, low spot. This is an area where corrective ditching and pavement patching will correct this condition. Detour grade set by State forces; so this is a State responsibility. Resident Engineer told to get this work done; it is a rather minor amount of work.

NOTED
A. E. JOHNSON

5. Very few reflectors on this stretch of road. A copy of last weeks Weekly Report for this contract is attached which shows that some of the requested reflectors were being installed last week. Basically, we did not believe that the reflectors as presently installed were adequate and the Resident Engineer was instructed to review this problem both during daylight and night hours and place additional reflectors where needed.

Completion of the corrective measures in accordance with instructions given December 14, 1971 should go a long way to alleviate complaints from the traveling public. Present traveled way will remain a two-lane roadway, basically the same as existed prior to contract work.

F. D. Morgan
Construction Engineer

FDM:fw
Attach.
cc L. W. Rulien

RECEIVED
DEC 1[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MT HOOD LIONS CLUB
WEMME, OREGON 97067

REFERRED TO
Admin
BY SECRETARY

December 8, 1971

Governor Tom McCall
State Capitol Building
Salem, Or. 97310

Dear Governor McCall:

At the recent meeting of the Mt Hood Lions Club, the following points were discussed and resolved, that, you should be advised of these conditions.

We wish to call your attention to a deplorable and dangerous situation, existing on the Alder Creek to Wemme section of Highway 26. Many of us dr this highway daily, also many of us have Wives, Teenagers and friends , who drive it every day, we are most concerned with their safety.

While we reconize the limitations, necessary with new construction,the safety of the Public should still be paramont, please note the following list of serious hazards.

1. Just east of Alder Creek, a large dirt fill has been made which towers above the present roadway. During heavy rain, water and mud wash over the roadway and down the Hiway, causing a very slippery condition and limiting visability to practically '0'.

2. Near Wildcat Creek the hiway has been moved northerly to the bank of the Sandy, River. At this point the shoulder slopes away alarmingly at the edge of the blacktop some six to eight feet to a drop off to the Sandy River. There is no guardrail here nor, any warning light, this is always an icey spot in winter.

3. The pavement itself is in poor condition, with numerous chuckholes 2 to 4 in. deep. During construction a number ofwaterline cuts were made and most of the patching is extremely rough and breaking up. Most ofthe way the shoulder drops about 5 or 6 In. below the pavement- enough to throw a car out of control, no warning markers are present.

4. At the junction with the East end of Sleepyhollow Road there is a low spot where water 'lays' and tends to throw a car out of control, this is also on a curve of poor visibility.

5. To all this add the fact there are very few reflectors on this stretch of road. At night, in rainy weather, with oncoming car lights in your eyes it is almost impossible to determine the course of the hiway.

Mr Walter Blaisdell of Wemme, has contacted several of the Highway Dept. people (Mr. Stoval, Mr. Cameron and Mr. Query of the Commission) and has been advised that the Department is trying to get the Contractors to do something, however we feel that this action is not enough, what we need is action.

We fully realize the Contractors and the Department has problems, but the fact remains that a neglected danger exists and an accident victemor the Widow and her children are going to have one hell of a bigger problem.

May we look foward to early action on this matter or a personal visit to the area along with your Engineers, time is most important.

The above statement was authorized by the full membership and ordered to be carried to a conclusion by the Board of Directors, Mt Hood Lions Club.

Very truly yours

Hal A. Dudley, Secretary
Mt Hood Lions Club
P.O. Box 182
Rhododendron, Or. 97049

RECEIVED
DEC 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CC: Mr Stoval
Mr Query
Mr. Rulien
The Sandy Post
The Gresham Outlook
The Oregonian
File

RECEIVED
DEC 14 1971
OREGON
STATE HIGHWAY COMMISSION

FORM 2-30 90M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1971

SUBJECT: Condition of Mt. Hood Highway between Alder Creek and Brightwood

To: Mr. R. L. Porter
State Highway Engineer

Mr. Walter E. Blaisdell (who works for the Multnomah County Planning Commission and whose home address is Wemme, Oregon) phoned today complaining of the condition of the Mt. Hood Highway between Alder Creek and Brightwood on what appears to be our Contract 7343 awarded to G. L., J. C., and John C. Compton.

He complained of water and mud from a fill being on the highway east of Alder Creek, standing water on the road east of Hodges Garage, and large chuck holes in the surfacing. He also mentioned the need for reflectors.

Floyd Query
Floyd Query, Secretary

FQ:fkn

RECEIVED
DEC 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1971

FOR FILING

F-KF-156(17)

7343

To:

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1971

SUBJECT: Deck Waterproofing
Alder Cr.-Wildwood Section
Mt. Hood Highway
Contract 7343

Mr. L. W. Rulien
Region Engineer

MILWAUKIE

Attentinn Mr. A. C. Harwood
Region Construction Engineer

NOTED
A. E. JOHNSON

Approval has been received from the Federal Highway Administration to place a deck waterproofing on the Salmon River Bridge on the subject section.

This structure should receive a linseed oil deck sealant. A copy of the specification for this waterproofing system is attached.

A copy of the contract revision authorizatinn covering this addition to the contract is also attached. Please prepare a price agreement to have this work done under the contract.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Administration Engineer

WJH:dh
Attachments

cc A. A. Rear /w/ attach.
John Bond /w/ attach.
Herb Schell /w/ attach.
A. E. Johnson

RECEIVED
SEP 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—6M

F RF-156(19)
7343

STATE COPY G-1

APPROVED EFFECTIVE DATE 8-13-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE Sept. 7 1971
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Alder Creek - Wildwood	Date	August 13, 71
Highway	Mount Hood	Contract No.	7343
County	Clackamas	Prefix	3-1008
Contractor	G. L. Compton, J. C. Compton Co. & John C. Compton	F. A. Project No.	F-RF-156(19)
Address	P. O. Box 86; McMinnville, Oregon 97128	Order No.	9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate slide areas and construct rock inlays.

To Construction 9-9-71

Location by station numbers:

Station 478 - 481 Rt., 546± Rt., 558 - 560 Rt. and other areas, as needed.

Estimate of quantities and cost:

Equipment Rental - - - - -	$6,000.00
Labor - - - - - - - - - - - -	4,000.00
Total	$10,000.00

Includes 20% allowance for labor & 15% allowance on equipment rental.

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slide removal and repair is classified as Extra Work in the standard specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,877,622.43	
Present estimate of project cost, including $10,000.00 for work under this order	$3,986,933.18	
Expected ~~under-run~~ over-run amount	$109,310.75	
Expected ~~under-run~~ over-run per cent	2.8%	

Space to right of this line is for use of Salem Office

Submitted by: R. R. Cameron
R. R. Cameron, Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Division Engineer

Approved: F. H. Hogan
Deputy State Highway Engineer

-208-6M

F-RF-156(19)
7343

STATE COPY

REGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 7-13-71
Contingent upon modification of project agreement if additional funds are required.
TITLE Dist. Engineer
DATE 7-22-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Alder Creek - Wildwood
Highway Mount Hood Highway
County Clackamas
Contractor C. L. Compton, J. C. Compton Co. & John C. Compton
Address P. O. Box 86, McMinnville, Oregon 97128

Date July 7, 1971 19
Contract No. 7343
Prefix 3-1003
F. A. Project No. F-RF-156(19)
Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place bag riprap under Wildcat Creek Bridge No. 689B.

Location by station numbers:

Station 493+00 to Station 499+50

Estimate of quantities and cost:

Labor......................	$ 500.00	(includes 20% allowance)
Equipment.................	400.00	(includes 15% allowance)
Materials.................	2,000.00	(includes 15% allowance)
Total	$2,900.00	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is necessary to protect the creek channel under Wildcat Creek Bridge. No contract item was included in the contract to cover this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,877,622.43	
Present estimate of project cost, including $2,900.00 for work under this order	$3,953,641.46	
Expected under-run over-run amount	$81,219.03	
Expected under-run over-run per cent	2.1%	

Space to right of this line is for use of Salem Office

Submitted by: R. R. Cameron, Resident Engineer

Approval Recommended: Construction Engineer or, Bridge Engineer

Approval Recommended: Division Engineer

Approved
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer.
Construction
7-22-71

State Printing

RECEIVED
JUL 19 1971
FOR FILING

F RF-154(7)
7343

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 7, 1971

SUBJECT: Alder Creek - Wildwood Section
Mt. Hood Highway
Contract No. 7343

To:
Mr. F. D. Morgan
Construction Engineer
Salem

A. E. Johnson.

The above named project was the subject of a Memo of the Federal Highway Administration dated June 7, 1971. The Memo indicated a concern about progress on the project. The contractor has been making reasonable effort to complete the project within the allotted time, however, he has experienced numerous delays, some of which will be a basis for granting of a time extension.

There is enclosed a report by Resident Engineer Cameron indicating that it is very unlikely that this project will be completed within the allotted time. ? Also enclosed is a copy of a recent letter addressed to the contractor, encouraging him to put forth additional effort to expedite completion.

RECEIVED
JUL 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

L. W. Rulien
Regional Engineer

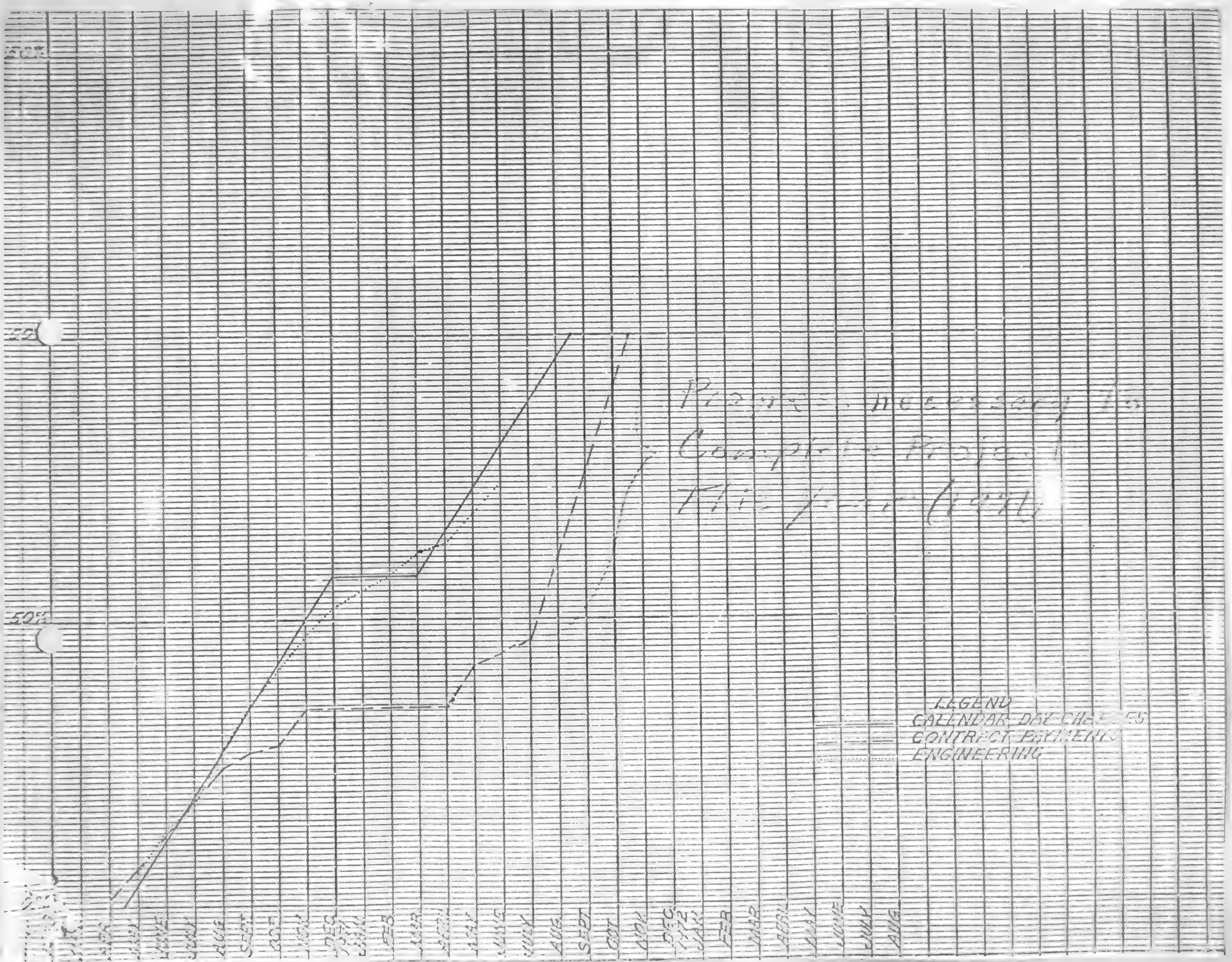
by

A. C. Harwood
Regional
Construction Engineer

RECEIVED
JUL 9 1971
CONSTRUCTION
DIVISION

3

ACH/bd
enc
cc: R. R. Cameron

50%
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JUNE
JULY
AUG
Progress necessary to
Complete Project
This year (1971)
LEGEND
CALENDAR DAY CHARGES
CONTRACT PAYMENTS
ENGINEERING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

FOR FILING

F-AF-156(19)
7343

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: June 7, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-AF-156(19)
Alder Creek-Wildwood Section
Mt. Hood Highway
Progress of Work

Johnson

NOTED
A. E. JOHNSON

The progress of work on the subject project has been under review for the past several months. The completed work has been lagging the time elapsed and the progress of work is now considered Unsatisfactory since it does not appear that the contractor can complete the project within the prescribed time.

G.L. J.C. & John Compton
Contract 7343

inf cy to Morgan
6-11-71

Cec ✓

RECEIVED
JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DEPARTMENT

7941 S. E. Johnson Cr. Blvd.
Portland, Oregon 97206
July 2, 1971

G. L. Compton, J. C. Compton
Co. & John C. Compton
P. O. Box 36
McMinnville, Oregon 97128

Re: Contract No. 7343
Alder Creek - Wildwood
Mount Hood Highway

It has been noted that for various reasons progress on the Alder Creek - Wildwood Section is lagging considerably.

It is desirable that this project be completed during the 1971 construction season. It is therefore requested that you give this project your close attention and that the work be vigorously pursued so that the completion of the project will be expedited.

☐ DE ☐ ADE ☐ ADE ☐ OE
JUL 7 1971
☐ TE ☐ UE ☐ DES

RRCameron

R. R. Cameron
Resident Engineer

RRC:pal

cc:L.W.Rulien
G. D. Dennis & Sons Co.
Workman Construction
Erosion Control
Coral Corporation
file

F-RF-156(19)

Form 2-406-

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY 2-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 4-28-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 5-5-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name	Alder Creek - Wildwood	Date	April 21 1971
Highway	Mount Hood	Contract No.	7343
County	Clackamas	Prefix	3-1008
Contractor	G. L. Compton, J. C. Compton Co. & John C. Compton	F. A. Project No.	F-RF-156(19)
Address	P. O. Box 86, McMinnville, Oregon 97128	Order No.	6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To salvage & reinstall approx. 400 ft. of 8" drain pipe and salvage & reinstall approx. 400 ft. of 2" water line.

Location by station numbers:

Sta. 478 to 483.

Estimate of quantities and cost:

Equipment	$ 420.00
Material	$ 510.00
Labor	$1370.00
Total	$2300.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

A grade change is necessary in this area to cut down fill material required. An 8" drain pipe and a 2" water pipe will need lowering to make this possible.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,877,622.43
Present estimate of project cost, including $2,300.00 for work under this order	$3,953,371.06
Expected ~~XXXXXXXX~~ over-run amount	$75,748.63
Expected ~~XXXXXXXX~~ over-run per cent	2%

Space to right of this line is for use of Salem Office

Submitted by: R R Cameron
Resident Engineer
R. R. Cameron,

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved
~~Deputy State Highway Engineer.~~
~~Assistant State Highway Engineer~~
Construction Office Engineer.

5-10-71

RECEIVED
APR 20 1971
FOR FILING
F-RF-156 69)
7343

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 16, 1971

NOTED

Mrs. Velva Lee Bishop
Route 1, Box 1428
Sandy, Oregon 97005

Dear Mrs. Bishop:

I have your letter concerning the Highway Division's acquisition of a portion of your property for improvements on the Mt. Hood Highway in Clackamas County. I am informed that you were compensated a total of $10,387.63, which included business and housing replacements.

The modernizing of the highway system does frequently cause inconveniences, but the Highway Division does everything within its power to see that anyone affected is properly compensated. The number of driveways are based on each individual circumstance and also upon the topography at the specific location. In reviewing the matter, I believe that you were not unfairly treated, but I recognize and can understand that some inconvenience was unavoidable.

I appreciate your taking the time to write to me.

Sincerely,

Governor

TH:mv

bcc: R. L. Porter
State Highway

RECEIVED
APR 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

NOTED
R. L. PORTER

Bishop to HWY 4/12

RECEIVED
APR 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

April.IO I97I
Rt. I box I428
Sandy. Oregon 97005

Governor McCall

Sir:

I am writing this letter . because Iread in the voters pamplet that you know your peoples needs. well Sir: I do not think that you would know mine I live alone my husband passed away year of I965 Igot married again in I967 it did not work out . I live alone now. I had a small shop here on my place that I sold fishing Bait & Tackle etc. I just got it built up to where I could make a living. by a living I mean I could eat . pay my taxes. and utilites. at least I was making out on my own . untill the state highway dept. came along and took my land and building ~~& shop~~ they would not give me my in and out driveway again . but they give my next door neighbor two driveways in to his place and we have the same footage of frontage . and he dosen't have a bus. they payed me $3000.00 for the land & building. and $I.437.63 for the loss of my bus. now Governor McCall - the states an goverment won't let the poor people live or try to help their self. I do not have a good education but I do know that people like my self . and poor people that work hard and barley makes a living . should not have to pay high taxes or be taxed more because some wealthy person builds a $40.000 home in the neighbor hood. I am 56 years of age My husband an I raised five children I had no income at all exsept the little shop . after he passed away . at this time I am living on $I25.00 a month . that my Son gives me.and the surplus food once every two months. to my way of seeing . that is one reason so many people are on Welfare . if thay work and make over $600.00 a year there is allways some one there to take the rest away from them. or the most of it . I think that people with a low income of less then $5000.00 a year. would not have to pay income tax at all. just their property tax.

Legal settlem't gave an additional approach to n'bj. owner.

APR 1 2 1971

sincerly
Velva Lee Bishop

RECEIVED
JAN 2_ 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F-1--
-13

STATE COPY
G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 1-2-71
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
DATE 1-20-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Aldor Creek - Wildwood
Highway Mount Hood
County Clackamas
Contractor G. L. Compton, J. C. Compton Co. & John C. Compton
Address P. O. Box 86, McMinnville, Oregon 97128

Contract No. 7243
Prefix 3-1008
F. A. Project No. F-RF-156(19)
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and dispose of dangertrees.

NOTED
A. E. JOHNSON

Location by station numbers:

Entire project.

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Labor	$ 1,900.00	includes 20% allowance
Equipment	1,900.00	includes 15% allowance
Total	$ 3,800.00	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Recent winds have caused some trees to blow down or be left in a extremely dangerous condition. They are outside of the clearing line but inside of the Right of Way.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $3,877,622.43
Present estimate of project cost, including $3,800.00 for work under this order $3,949,332.48
Expected over-run amount $ 71,710.05
Expected over-run per cent 1.8%

Space to right of this line is for use of Salem Office

Submitted by:
R. R. Cameron, Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved
Deputy State Highway Engineer
Assistant State Highway Engineer
1-26-71

LEE JOHNSON
ATTORNEY GENERAL

[illegible]ANNLAIN
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 378-4402

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL
WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
MICHAEL GILLETTE
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JAMES F. LARSON
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL M. PRESTON
GEORGE E. RONDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

RECEIVED
DEC 30 1970
FOR FILING

EME-156(47)
7343

December 28, 1970

Mr. Victor C. Hefferin
Attorney at Law
4411 N. E. Tillamook Street
Portland, Oregon 97213

Re: Roger Joe Tiedemann
DOA 6-23-70

Dear Mr. Hefferin:

Your letter of December 18, 1970, addressed to Mr. R. L. Porter, State Highway Engineer, has been referred to me for a reply.

Your letter has been forwarded to our insurance carrier Chubb/Pacific Indemnity Group, 1111 S.E. Pine Street, Portland, Oregon, for their consideration.

I would like to advise you at this time that contractors for the Oregon State Highway Division are required to hold the State harmless, and inasmuch as this accident apparently occurred in a construction area and apparently involved equipment operated by our contractor, I would suggest that you direct your claim against our contractor directly. The reason I make this suggestion is that he is required to hold us harmless and will in the final analysis be the one defending the action.

NOTED
R. L. PORTER

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gc

RECEIVED
DEC 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 28 1970

File copy

F-PI-152(17)
7343

RASK & HEFFERIN
ATTORNEYS AT LAW
4411 N. E. TILLAMOOK STREET
PORTLAND, OREGON
97213

RAYMOND M. RASK
VICTOR C. HEFFERIN
~~THOMAS O. CARTER~~

TELEPHONE
287-1246

December 18, 1970

REFERRED TO Lindas

R.L. Porter
State Highway Engineer
State of Oregon
Highway Building
Salem, Oregon 97310

In re: Roger Joe Tiedemann

NOTED
A. E. JOHNSON

Dear Sir:

This office represents Roger Joe Tiedemann who, on June 23, 1970, was seriously injured when the automobile in which he was a passenger struck a caterpillar loader owned by Calvin W. Penrod and operated by Edward S. Waits, both of whom were your agents in the construction of a highway improvement.

NOTED
TOM EDWARDS

The accident described occurred approximately 260 feet east of Sleepy Hollow Road at Milepost 35.3, U.S. Highway 26, approximately 11.3 miles east of Sandy, Oregon. At this time and place, the State of Oregon Highway Department was in the process of improving Highway 26 and had nominated C.W. Penrod, G.D. Dennis & Sons, G.L. Compton, J.C. Compton Company and John C. Compton, as its agents for these improvements. Mr. Waits was an employee of one or all of these agents.

The sole and only cause of the injuries to my client, Roger Tiedemann, was the failure on the part of your agents, and each of them, to warn the driver of Mr. Tiedemann's vehicle of the presence on the highway of this unlighted loader vehicle at 11:30 p.m. on the date in question. Under the doctrine of respondeat superior, a claim is hereby filed on behalf of Mr. Tiedemann against the State of Oregon for his injuries.

Consistent with the provisions of Oregon Revised Statutes 293.321 this office, on behalf of Roger Tiedemann, asserts a claim against the state in the amount of $250,000.00 as a combination of general and special damages incurred by Mr. Tiedemann incident to the aforedescribed accident. Evidence of the manner of injuries, the degree of injuries, the medical problems incident to such injuries and the present physical condition of Mr. Tiedemann are available to you on request.

If you have any questions concerning this matter, I would be most happy to discuss them with you.

Very truly yours,

RASK & HEFFERIN

Victor C. Hefferin

VCH:ds

RECEIVED
DEC [illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
LEE JOHNSON
ATTORNEY GENERAL
DEC 28 1970

FOR FILING

E-RE-156(19)

7343

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

507 State Highway Building

December 18, 1970

F. B. KLABOE

Mr. D. H. Moehring
Right of Way Engineer
117 State Highway Building
Salem, Oregon

Re: State v. Cooper, Circuit Court,
Clackamas County, No. 74764 (L-6366 R-44370)

Dear Dave:

The above file concerns the acquisition of 0.28 acre approximately 600' east of Aldercreek Bridge on the Mt. Hood Highway, The taking is from a total tract of approximately 0.62 acre. The original appraisal of this property was made by a fee appraiser named Cummings and was taken from his appraisal of Parcel No. 1 in file R-32981. The appraisal was in the sum of $210.00.

In this instance there was no lack of contact with the owner, since they began in April 1970 and actually continued until October 1970, but it is obvious the $210.00 offer was considered by the owner to be far below fair market value. The negotiator, on his own, did inform the owners he would recommend the sum of $650.00 to settle, but this likewise was unacceptable to the owner and his wife.

We took possession of the property on May 11, 1970, and the complaint was filed on October 21, 1970. At the time I filed the complaint I believed the offer of $210.00 inadequate and orally requested another appraisal. I was informed that on October 13 a staff appraiser had filed a written appraisal indicating the value of the taking to be $1,000.00, but it had not been reviewed. The review was not made until December 7, 1970.

Following the filing of the complaint and service upon Mr. and Mrs. Cooper, I received a call from Mr. Cooper wanting to know what he should do with the summons and when he should appear in court. I explained to him the summons was merely notice he had ten days within which to file an answer through

NOTED
TOM EDWARDS

an attorney, otherwise we would probably proceed with a default in the sum of $210.00. He complained bitterly about the offer being to low.

He also complained that some subcontractor had blasted for the new Alder Creek Bridge and thrown rocks and debris all over his property. I informed him he would have to handle this matter with the contractor and his insurance carrier, as we were not responsible for the damages.

I promised Mr. Cooper that we would not take any default against him until we had an opportunity to review the file. The file now indicates the review is $1,000.00. I contacted Mr. Cooper and attempted to purchase the property for that price, but he told me he felt the lowest he could accept was $1,250. After some negotiating I agreed to recommend the sum of $1,150 to settle the condemnation. The problem is that he now has to be on some type of water or sewer line , whereas before he did not.

Since we have been in possession since May 1970, there is approximately $50 due in interest over and above the $1,000.00. Hence, the increase over the reviewed figure constitutes $100.00. I contacted Myron Melick, who promised to have an agent take an option to Mr. Cooper in the sum of $1,150.00.

The purpose of this letter is solely to mention again that the negotiators are not filling out question No.17 on the R/C. If they do not agree with the amount of our offer, why can't they say so and give reasons why?

In this case the County Sanitarian apparently would not commit himself to testify that the property could not be used before without either a water or sewer line. It would appear at that point another appraisal or a review of our $210.00 offer should have been made.

Yours very truly,

LEE JOHNSON
Attorney General

Frank C. McKinney
Assistant Attorney General
Trial Division

FCMcK:ks
cc: Tom Edwards
Ken Rolfe
L. I. Lindas

RECEIVED
DEC 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

F-RF-156(19)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1970

In reply refer to: 08-35-DB/439.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

1343

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth
Construction Signing and Traffic Control

During the past construction season our Area Engineers inspected five projects on the subject phase of our inspection-in-depth program. The projects inspected were: I-80N-3(58)108 and I-80N-4(20)112, I-5-2(64)73, I-5-3(86)121, I-80N-6(42)256, F-181(23), and F RF-156(19). You have been furnished copies of the reports covering each inspection.

No significant deficiencies were found on this series of inspections. Our conclusion is that contract provisions for construction signing are generally quite thorough and are being applied on the project in a conscientious manner. You are encouraged to maintain the high standards you have set for the guidance of traffic through highway construction projects.

[illegible]
R. E. SIMPSON

11-13-70 to Morgan
copy
info

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 25 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

378-4308
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 36[illegible]XXX

F-RF-156(19)
7343

September 24, 1970

G. L. Compton, J. C. Compton Co. &
John C. Compton
P.O. Box 86
McMinnville, Oregon 97128

Attn: Jake Compton

Re: EEO Compliance Review
Alder Creek-Wildwood Section
F.A. Proj. F-RF-156(19)
Contract No. 7343

Gentlemen:

Copies of letters which you sent to your subcontractors reminding them of their EEO obligations have been received by this office. These letters plus your continued monitoring of your subcontractors' EEO activities will help assure their compliance.

Thank you again for your cooperation.

Very truly yours,

F. D. Morgan
Construction Engineer

By
D E Swan
D. E. Swan
EEO Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
L. W. Rulien
R. R. Cameron

NOTED
A. E. JOHNSON

RECEIVED
SEP 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1970
FOR FILING

Stach Construction Co., Inc.
P. O. BOX 730
GRANTS PASS, OREGON

Copy returned to
9-16

Contract 7343

F-RF-156(19)
7343

September 15, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon

ATTENTION: Mr. Floyd Query, Secretary

Dear Mr. Query,

On the 1st of June our firm rented to Workman Construction, P.O. Box 520, Camby, Oregon, the following equipment for use on their bridge project East of Sandy, Oregon on Highway 26.

1- Biblo 5" submersible pump
1- Biblo 3" submersible pump
1- Control panel
1- Service Entrance
450' 4-wire cord
3- Cord ends
40' Discharge

To date we have billed them three (3) months rental for this equipment. We have not been given the courtesy of an answer to our requests for payment.

At this time we wish to request the name of the bonding company representing Workman Construction for the purposes of establishing a claim against this particular project. Your earliest response to this request would be greatly appreciated.

Very truly yours,

STACH CONSTRUCTION CO., INC.

George Francisco

George T. Francisco, Gen. Mgr.

GTF:bcs

RECEIVED
SEP 16 1970
OREGON
STATE HIGHWAY COMMISSION

This appears to be on Contract 7343 awarded to D.L., J.C. & John C Compton, Alder Creek-Wildwood section. United Pacific Ins. Co., Henry Bldg, Portland, (Hansen & Rowland, agent) is the surety.
Send us a Copy of your Claim letter so we Can file it to protect your Claim

Floyd Query

RF-156(19)

RECEIVED
SEP 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-11P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9-3-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 9-22-70
FEDERAL HIGHWAY ADMINISTRATION

Date [illegible] 1970

Project Name	Alder Creek - Wildwood		
Highway	Mount Hood	Contract No.	7343
County	Clackamas	Prefix	3-1008
Contractor	G. L. Compton, J. C. Compton Co. & John C. Compton	F. A. Project No.	F-RF-156(19)
Address	P.O. Box 86, McMinnville, Oregon 97128	Order No.	4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate, haul & place Quarry Run Rock Backfill.

Location by station numbers:

Excavate quarry run rock from State Controlled Brightwood Quarry and place in sub-excavated areas.

Estimate of quantities and cost:

Labor - - - - - - - - - -	$11,500.00
Equipment - - - - - - - -	18,000.00
Total	$29,500.00

Includes 20% allowance for labor and 15% allowance on equipment rental.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Not sufficient suitable material was found in the excavations for backfill of sub-excavated areas. There is no provision in the contract for use of Quarry Run Rock Backfill Material.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,877,622.43
Present estimate of project cost, including $29,500.00 for work under this order	$3,879,900.79
Expected over-run amount	$2,278.36
Expected over-run per cent	0.1%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
R. R. Cameron

Approval Recommended: Division Engineer

NOTED
TOM EDWARDS

Approval Recommended: Construction Engineer or Bridge Engineer

9-24-70

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer

RECEIVED
SEP 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9-3-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 9-22-70
FEDERAL HIGHWAY ADMINISTRATION

Project Name Alder Creek - Wildwood
Date September [illegible], 1970
Highway Mount Hood
Contract No. 7343
County Clackamas
Prefix 3-1008
Contractor G. L. Compton, J. C. Compton Co. & John C. Compton
F. A. Project No. F-RF-156(19)
Address P.O. Box 86, McMinnville, Oregon 97128
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate, haul & place Quarry Run Rock Backfill.

Location by station numbers:

Excavate quarry run rock from State Controlled Brightwood Quarry and place in sub-excavated areas.

Estimate of quantities and cost:

Labor - - - - - - - - - -	$11,500.00
Equipment - - - - - - - -	18,000.00
Total	$29,500.00

Includes 20% allowance for labor and 15% allowance on equipment rental.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Not sufficient suitable material was found in the excavations for backfill of sub-excavated areas. There is no provision in the contract for use of Quarry Run Rock Backfill Material.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,877,622.43
Present estimate of project cost, including $29,500.00 for work under this order	$3,879,900.79
Expected over-run amount	$2,278.36
Expected over-run per cent	0.1%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
R. R. Cameron

NOTED
TOM EDWARDS

Approval Recommended: for Construction Engineer or Bridge Engineer
9-24-70

Approval Recommended: Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer

RECEIVED
SEP 1 - 1970

F-RF-156(19)
7343

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4506 ~~364-2171~~

August 28, 1970

G. L. Compton, J. C. Compton Co. &
John C. Compton
P.O. Box 86
McMinnville, Oregon 97128

Attn: Jake Compton

Re: EEO Compliance Review
Alder Creek-Wildwood Section
F.A. Proj. F-RF-156(19)
Contract No. 7343

Gentlemen:

Reference is made to the EEO compliance review conducted at the project office on August 27, 1970.

As discussed with you, you have agreed to contact your subcontractors by letter advising them of their EEO obligations. You will also continue to monitor your subcontractors' EEO activities to assure their compliance. The Oregon Highway Division finds your Company in compliance with the EEO special provisions on the subject contract.

Thank you for your cooperation in this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan

D. E. Swan
EEO Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
L. W. Rulien
R. R. Cameron

RECEIVED
AUG 1[illegible] 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4511

F-RF-156(17)
7343

August 12, 1970

Portland General Electric Company
P. O. Box 609
Gresham, Oregon 97030

ATTENTION: J. A. Doig
Division Engineer

Power Line Adjustment
Alder Creek-Wildwood Section
Mt. Hood Highway
Clackamas County
PGE Jobs Nos. 89109-89116

Gentlemen:

Your engineers estimates and sketch maps for the adjustment of your facilities on this project, as submitted with your letter of July 7, 1970, have been approved by the State. The State concurs in the award of the contract work to Tyee Construction Company, low bidder, for $5,785.00. This will confirm our verbal approval of the low bid and authorization to proceed with the work as of August 4, 1970.

Reimbursement for the contract work and the material on a lump sum basis, in the amount of $7,310.89, and the tree trimming on an actual cost basis will be made subject to the provision of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Railroad & Utility Engineer

JMC:djg
cc: F. B. Klaboe
V. L. Gallagher (2) (w/attach.)
V. E. Skoog
L. W. Rulien (w/attach.) (2)
R. R. Cameron
M. W. Stovall
R. H. Rumbolz

Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.
Prefix: 3-1008

RECEIVED
AUG 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1970
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • [illegible]

F-RF-156(17)
7343

August 5, 1970

Portland General Electric Company
P. O. Box 609
Gresham, Oregon 97030

RE: **Power Service Adjustment**
Alder Creek-Wildwood Section
Mt. Hood Highway
Clackamas County
PGE Job. No. 89032

F.B. Kl

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 1, 1970, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of February 4, 1970.

Reimbursement for the work performed on and subsequent to February 4, 1970, in the amount of $413.51, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges at the completion of the other relocation work required for this project. Please be sure to include the beginning and completion dates of the work in the bill and show as separate work by your forces.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utilities Engineer

NOTED
A. E. JOHNSON

RECEIVED
AUG 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:fw
cc: F. B. Klaboe
V. L. Gallagher (2) (w/attach).
V. E. Skoog "
L. W. Rulien (2) "
R. R. Cameron "
M. W. Stovall "
R. H. Rumbolz

NOTE TO L. W. RULIEN:
Please have a State Force Order prepared and submitted for this work. Return one copy of Estimate and sketch with SFO.
Prefix 3-1008

RECEIVED
AUG 3 70
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4508

F-RF-156(19)
7343

July 31, 1970

G. L. Compton, J. C. Compton Co. &
John C. Compton
P.O. Box 86
McMinnville, Oregon 97128

Attn: Jake Compton

Re: EEO Compliance Review
Alder Creek-Wildwood Section
F.A. Proj. F-RF-156(19)
Contract No. 7343

Gentlemen:

To confirm our phone conversation, the Oregon State Highway Division and the Bureau of Public Roads will conduct a compliance review of your Company with regard to equal employment opportunity. The date is August 27 at 10 A.M. at the job site.

You and other company officials who are involved with the Company's equal employment opportunity policies will be expected to attend. The review will be conducted by D. E. Swan, EEO Engineer, Oregon State Highway Division and a representative from the Bureau of Public Roads. Other representatives from the State and Federal agencies may attend.

Attached are outline forms which will be used in evaluating your program. You should fill in the information on these forms in advance of the compliance review and provide copies of the various exhibits indicated.

We will try to evaluate your affirmative action efforts concerning EEO, including such items as recruitment training programs, contacts with minority groups, EEO meetings and records.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
EEO Engineer

NOTED
A. E. JOHNSON

DES:fr
Attachment
bc: R. E. Simpson
A. E. Johnson
L. W. Rulien
R. R. Cameron

RECEIVED
AUG 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F-RF-156(19) Alder Cr.-Wildwood Section 1970
of Mt. Hood Hwy., E. of Ptld.
#7343 (Grad., pav. & struct.) #1

21R 489

RECEIVED
JUL 28 1970

7343

INSPECTION NO. ______

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job Alder Creek-Wildwood Contract No. 7343

Highway Mt. Hood

Contractor G.L.-J.C. & John C. Compton Date July 14, 2070

______ Initial
X Intermediate
______ Final
______ Special

Inspection Made by J. Walker
R. R. Cameron, Res. Engr.

NOTED.
A. E. JOHNSON

REMARKS

Over the subject project this A.M. Checked especially the burning on the clearing operation for excessive air pollution. The burning at this time was mainly cleanup from limbs, roots, stumps, etc. The fires were of about campfire size and not emitting much smoke. There was probably 12-15 such small fires. In my opinion there was no excessive air pollution from this operation. The Resident Engineer indicated that the contractor had contacted the Columbia Willamette Air Pollution Authority, the County and B.L.M. and had conformed to their rules and regulations.

There is approximately 10 days or so left on this burning of a minor nature to complete the clearing and grubbing operation. Our Resident Engineer will watch this closely as far as excess air pollution is concerned.

Along with this pollution problem it was noted that the contractor will probably want to move a considerable amount of excavation from the east side of Salmon River to the west side. His intentions are probably to use a temporary pipe or small structure with fills which will be removed later. To avoid muddying or siltation of the Salmon River, the contractor will have to use extraordinary caution with his fills and select only rock for the base of the fill. The Salmon River is a beautiful clear stream and any operation which will cause undue muddying should be avoided. The Resident Engineer has requested a plan from the contractor as to how he intends to handle this work.

The contractor is excavating below grade in soft areas in order to attain a stable subgrade. There are numerous areas of this type. Where drains can be installed in these areas they will be. Where it is impractical to install drains the area excavated will be backfilled with rock and granular material.

There was an area or so where construction signing was not quite up to standard. This was being corrected.

JHW:kp A. E. Johnson
cc: Div. Engr. L. W. Rullen
Res. Engr. R. R. Cameron

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

John H. Walker
Signed
John H. Walker, Field Construction Engineer

RECEIVED
JUL 14 1970
FOR FILING

F-RE 12-6(17)
7343

July 14, 1970

Mrs. K. W. Rolph
2116 S. E. 184th
Portland, Oregon 97233

6

Dear Mrs. Rolph:

Thank you for your letter of concern regarding air pollution from the burning on clearing operations of highway construction on Highway 26. We, too, are very concerned when our highway contract construction operations cause air pollution which is considered detrimental to the welfare of the people and property in the affected area.

In order to alleviate serious air pollution problems, we have just recently established working relationships with the Local Government Relations Division of the Governor's Executive Department and also the Columbia Region Association of Governments. These agencies, in turn, work with the local air pollution authorities who are in the process of formulating guidelines to be followed in the various areas of the state.

So you can see we are all working hard on this problem, but it must be realized that due to the complexities involved, it may take a while before full, efficient control is obtained.

May we also mention that the manufacturing concerns are now in the process of testing and developing equipment to chip and digest the slashings, trees, etc., and other research is in progress to determine uses for the chips and sawdust. We are certain you will soon see results which will alleviate air pollution problems such as you have described.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
L. W. Emlien
JHW:kp ms

REFERRED TO
Admin
BY SECRETARY

2116 S.E. 184th
Portland, Oregon
July 2, 1970

10569

RECEIVED
JUL 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 1970
RIGHT OF WAY

Highway Dept.
Salem, Ore.

Dear Sirs:

Our hiway taxes are at work on U.S. Highway 26, at least that's what the sign says. There are at least fifteen highway-construction bonfires polluting the air in great dense clouds of smoke for at least ten miles on the way to Mt. Hood. Our tax dollar has to work on both the hiway & the air but will there be any air left after we get the hi-way built?

We have good minds, let's think of a practical, constructive use for the slash from road building.

Thank you Sincerely yours,
Mrs K. N. Ralph

~~1F-RF-156(19)~~

7343

Form E-208-831

RECEIVED
JUL 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-29-70
Contingent upon modification of project agreement if additional funds are required
BY Sh Green
TITLE For Dist. Engineer
DATE 7-6-70

C

Project Name Alder Creek - Wildwood
Highway Mount Hood
County Clackamas
Contractor G. L. Compton, J. C. Compton Co. & John C. Compton
Address P. O. Box 86, McMinnville, Oregon 97128

Date U.S. BUREAU OF PUBLIC ROADS JUL 24 70
Contract No. 7343
Prefix 3-1008
F. A. Project No. F-RF-156(19)
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish gate valves where necessary to connect water lines to existing systems.

NOTED
A. B. JOHNSON

Location by station numbers:

Throughout project, where necessary.

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Materials only.............. $ 500.00 Includes 15% allowance.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The plans show water pipes to be installed and to be connected to existing systems. Valves will be necessary to properly make these connections. There is no provision in the contract to pay for valves.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 3,877,622.43	
Present estimate of project cost, including $ 500.00 for work under this order	$ 3,877,622.43	
Expected under-run over-run amount	$	
Expected under-run over-run per cent		

Space to right of this line is for use of Salem Office

Submitted by: R. R. Carson
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved 7-8-70
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer.

State Printing

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JUN 24 1970
FOR FILING

E-FE-1561
7343

Routing
Morgan
Ducker
Pease E
Swan
Glenn
Litchfield
Gallagher
Sloan

RECEIVED
JUN 17 1970
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 16, 1970

SUBJECT:
Drainage Problem
Mr. Jess Cooper
Alder Creek-Wildwood Section
Mt. Hood Highway
Contract No. 7343

To:
Mr. F. D. Morgan
Construction Engineer
Salem

3443

The subject problem came to our attention when Mr. Jess Cooper, a property owner on the southerly side of the Mt. Hood Highway just easterly of Alder Creek, called Mr. Forrest Cooper. Attached is a self-explanatory copy of a letter from Resident Engineer Cameron, together with a sketch map which shows the area and indicates the matter of concern.

Mr. Jess Cooper has been very difficult to contact, and Mr. Cameron is still seeking him out. However, it appears that the concern is the roadway which comes down off the hill to an intersection with the Mt. Hood Highway just east of Alder Creek. The inside ditch of this road does carry a fair amount of water. This water is then taken across the approach road in a culvert. If the culvert plugs, the water would continue across the Cooper property. We will undertake some special inlet work at this culvert which should prevent this from occurring, and we believe that on conclusion of our work, the drainage will be properly handled to the satisfaction of all.

We will continue to try and contact Mr. Jess Cooper to make sure that this is the source of his complaint, and that he is satisfied with our approach to the problem.

NOTED
FORREST COOPER

F. B. KLABOE

L. W. Rulien
L. W. Rulien
Division Engineer

RECEIVED
JUN 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

6-17-70
NOTE TO MR. KLABOE:
We have nothing to add. Believe this adequately answers your Assignment No. 3443.
John A. Bond

LWR:fb
Enc.
cc R. R. Cameron
M. W. Stovall

FORM 2-30 10M 10-68 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland
June 15, 1970

SUBJECT: Drainage Problem
Mr. Jess Cooper
Alder Creek-Wildwood Section
Contract No. 7343

To:

L. W. Rulien
Division Engineer

Milwaukie

I have attempbed to contact Mr Jess Cooper regarding a drainage problem on the Alder Creek-Wildwood Section of the Mt. Hood Highway. To date I have only been able to talk to Mrs Cooper on the phone.

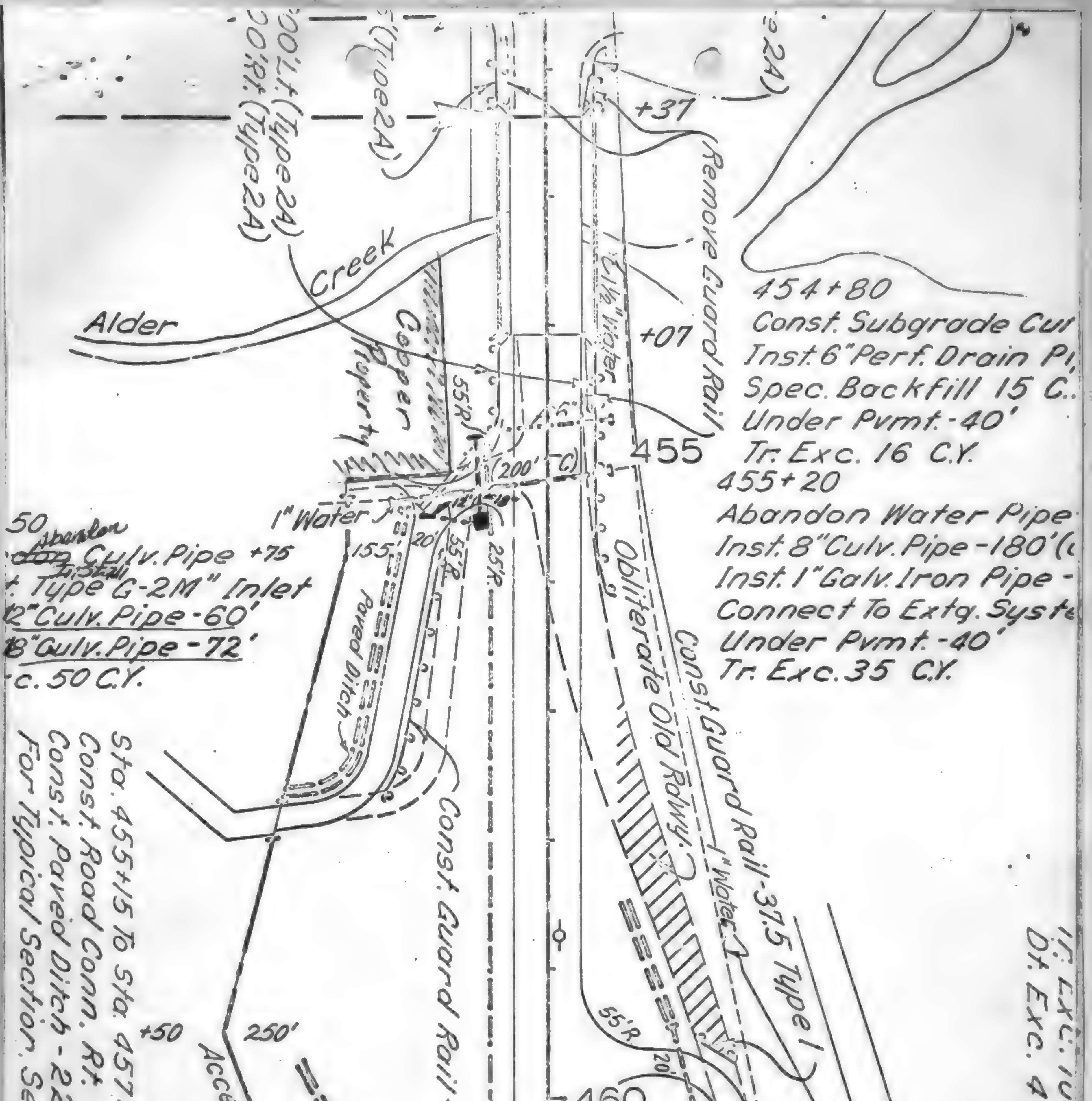
She said that the drainage problem had been taken care of. I checked with Mike Stovall and he said that a pipe which drains under a road approach had plugged last Winter and that they had cleaned it out.

Appprently Mr. Cooper is concerned that this problem will recur when the road approach is reconstructed. As shown on the attached sketch, the road approach ditch to be constructed lines up with the property of Mr. Cooper. The Approach will be on about a 20% grade. It appears that we should consider some sort of special treatment of the pipe inlet to insure that the water won't get away and run into Mr. Cooper's property.

I shall continue to try to get in touch with Mr Cooper so that I can comfirm my findings regarding this matter.

R R Cameron

R. R. Cameron
Resident Engineer


00'Lt. (Type 2A)
00'Rt. (Type 2A)
(Type 2A)
2A)
+37
Remove Guard Rail
Alder
Creek
Copper
Property
1½" Water
+07
55'R
455
200'
C
1" Water
50
Abandon Culv. Pipe +75
Install Type "G-2M" Inlet
12" Culv. Pipe -60'
18" Culv. Pipe -72'
c. 50 C.Y.
155
20'
55'R
25'R
Paved Ditch
Obliterate Old Rdwy.
Const. Guard Rail-37.5 Type 1
1" Water
454+80
Const. Subgrade Cur
Inst. 6" Perf. Drain Pi
Spec. Backfill 15 C.
Under Pvmt. -40'
Tr. Exc. 16 C.Y.
455+20
Abandon Water Pipe
Inst. 8" Culv. Pipe -180' (
Inst. 1" Galv. Iron Pipe -
Connect To Extg. Syste
Under Pvmt. -40'
Tr. Exc. 35 C.Y.
Sta. 455+15 To Sta. 457+80
Const. Road Conn. Rt.
Const. Paved Ditch -225'
For Typical Section. See Sht. 2A
Const. Guard Rail-200' (Type 1)
+50
250'
Access Control Line
+00
155'
55'R
20'
460
55'R
90'
3/4" Water
Ac
BARL
S
Sta. 460+00 to
Const. Curb an
1' Bottom, 1½
Dt. Exc. 75
Tr. Exc. 10 C.Y.
Dt. Exc. 4 C.Y.

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1970

SUBJECT:

To: F. B. Klaboe
Assistant State Highway Engineer
OFFICE

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
JUN 9 1970
CONSTRUCTION
DIVISION

[illegible]
[illegible]
Glenn
Litchfield
Gallagher
Stein

On June 5, a gentleman by the name of Jess Cooper, who lives at Alder Creek on the Mt. Hood Highway in Clackamas County, called me re two problems.

The first had to do with blasting damage that he had sustained to his house as a result of some shooting by "Dennis", who I assumed to be a subcontractor for J. C. Compton. I told Mr. Cooper that he should look to the contractor for relief and if unable to get satisfaction, I suggested he see an attorney.

Mr. Cooper also stated that they had a problem having to do with a drainage matter which was a bit hard to understand. He stated that water came down a side road which fowled up a ditch and cross culvert. It might be well if someone on that job could contact Mr. Cooper, who seemed to think that an additional culvert somewhere was in order. I have no thoughts on the matter but merely hand it to you for what it may be worth.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
Victor D. Wolfe

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JUN 18 1970
FOR FILING

F-RF-156(19)

7343

GLENN R. JACK
JAMES O. GOODWIN
JOHN C. ANICKER, JR.
ALAN R. JACK
STANLEY C. URBIGKEIT
SIDNEY A. BROCKLEY

JACK, GOODWIN & ANICKER
LAWYERS
SUITE 200 SMITH BUILDING
704 MAIN STREET
OREGON CITY, OREGON
97045

TELEPHONE
656-1481

15 June 1970

RECEIVED
JUN 16 1970
LEGAL

Frank C. McKinney, Attorney
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Frank:

Re: Highway Dept. vs. Harold E. Cox et ux
Case No. 72736, L-6173 R-33051
Alder Creek - Wildwood Sec., Pacific East Highway

This is a case which should be settled. You have offered $1,150.00. Our client would accept $1,500.00.

Re: Highway Dept. vs. Frank Christensen, Jr.
Case No. 72506, L-6152 R-33073
Alder Creek - Wildwood Sec., Mt. Hood Highway

Glenn tells me on this one that you or Les called in May, after Clyde Buettner had appraised it, and indicated to him you might raise your offer about $2,500.00. We have been working on Christensen to get him down from his $19,500.00, and now are authorized to make this proposition. If you would pay $16,250.00, which is only about $750.00 more than you had suggested, the Christensens would accept it, assuming you would oil or otherwise surface the Miller road which runs by their house from old Highway 26 to the new highway, and make available to them the proposed access at about Sta. 715+60.

Incidentally, Miller Road is getting distressingly dusty from just the clearing contractor's use of it, and will get extremely bad this summer unless some dust control measures are taken. Would you be kind enough to ask the project engineer to look into the immediate dust control problem, whatever may be done on the ultimate settlement of the case.

Very truly yours,

JACK, GOODWIN & ANICKER

James O. Goodwin

COPY TO MORGAN W/NOTE 6-18-70

Take appropriate action --
pronto, please.

FBK

JOG/g

NOTED
F. B. KLABOE

RECEIVED
JUN 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2-306-326

F-RF-156(19)
7343

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-
Contingent upon modification of pro-agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 6-26-70
U.S. BUREAU OF PUBLIC ROADS

Project Name Alder Creek - Wildwood
Highway Mt. Hood
County Clackamas
Contractor G.L. Compton, J.C. Compton Co. & John C. Compton
Address P.O. Box 86, McMinnville, Oregon

Date June 4 19 70
Contract No. 7343
Prefix 3-1008
F. A. Project No. F-RF-156(19)
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Alder Creek Br. No. 665B, Left Column, Bent 3: Provide labor & materials to backfill over & around new footing and around column to replace rock removed to construct new footing and to underpin existing footing undermined by excavation.

Location by station numbers:

452+89, 35' left

NOTED
F. B. [illegible]

Estimate of quantities and cost:

Class A Concrete	5 cu. yd. @ $26.00	=	$130.00 + 15%	= $149.50
Labor, forming & placing concrete		=	$300.00 + 20%	= $360.00
Equipment Rental		=	$100.00 + 15%	= $115.00
	Total	=	$530.00 + %	= $624.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

It was necessary to excavate to about 6 ft. below existing footing, which is 7'-6" from new footing, to obtain a footing in natural rock. This has undermined the existing footing.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,877,622.43
Present estimate of project cost, including $ 624.50 for work under this order	$3,877,622.43
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0 %

Space to right of this line is for use of Salem Office

Submitted by R. R. Carnes — Resident Engineer

Approval Recommended: [illegible] — Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: [illegible] — Division Engineer

Approved: [illegible] 6-30-70 — ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Construction

SP*23377-734

C

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APR 27 1970
FOR FILING

F-RF-156(19)

7343

April 24, 1970

Mr. Si Ford
Executive Assistant
Department of Transportation
129 State Highway Building
Salem, Oregon 97310

Dear Mr. Ford:

Attached is a suggested draft of a reply for Marko Haggard's consideration to Frank Christensen, Jr., on his letter of March 4.

The property Mr. Christensen is referring to is adjacent to cliffs overlooking a bend of the Salmon River a short distance south from the existing highway. Our present contract cuts this property nearly diagonally as part of a relocation that eliminates a rather slow and dangerous portion of the existing highway.

Mr. Christensen refers to other letters that he has written to the Highway Division. We find that Mr. Christensen wrote a letter subsequent to the hearing of February 7, 1967, at Welches Grade School that was printed as part of the transcript of the hearing. Our Design Engineers inform us that Mr. Christensen's request to move the alignment 100 feet north (he would prefer 200 or 300 feet) was considered as well as his statement that a lake was proposed for this location. We could find no record of any agency that was at that time considering a dam on the Salmon River which would form a lake on Mr. Christensen's property. In fact, the federal government was proposing a substantial increase to a recreational area that would be inundated if such a dam were built. This addition to the recreational area has since been completed.

As moving the location north would increase the cost of the highway and put unnecessary curves in the alignment that would result in a less satisfactory alignment, we took no further action on Mr. Christensen's request.

If you need further information, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment

cc: Forrest Cooper
Victor D. Wolfe
D. H. Moehring

JRO:gz sr

SUGGESTED REPLY FOR MR. MARKO HAGGARD'S CONSIDERATION
April 24, 1970

Mr. Frank Christensen, Jr.
Box 100
Brightwood, Oregon 97011

Dear Mr. Christensen:

Upon receipt of your letter objecting to the location of the Alder Creek-Wildwood Section of the Mt. Hood Highway insofar as it affects your property, I asked the Department of Transportation to investigate.

I have been advised that your letter in February of 1967 was included in the transcript of the public hearing on the subject project.

The Department of Transportation carefully investigated your request and the possibility of a proposed fresh-water lake on the Salmon River. They found at the time that a shift in the location could cause complications on other properties or would result in a less satisfactory design.

I have also been informed that this contract has been awarded and the contractor has been authorized to go ahead on this project. I understand that it has been necessary to file an action in court for the right-of-way from your property and that you are represented by an attorney.

If there is anything further I can do to help you, please let me know.

JRO:gz sr

PERSONS WHO SUMITTED CARDS WITH COMMENTS AND LETTERS AFTER HEARING WAS CLOSED.

Card from William H. Prairie: We are very much for the proposed new highway from Alder Creek to Zigzag - we need it. But, please try to bypass the small Hoodland towns of Welches, Wemme and Wildwood. We'd like to see them stay as they are.

Letter from Frank Christensen, Jr.: Reference to Alder Creek-Forest Boundary Section of the Mt. Hood Highway. Enclosed is following: Copy of map prepared by Bureau of Land Management in Portland, article from Oregon Journal, sketch I have prepared and copy of my letter to Mr. Keasey of your agency in Milwaukie.

Due to an error in the newspaper notice I arrived at Welches School after the hearing was completed February 7, 1967. So will take this measure to present our case.

Nearly 25 years ago we purchased this 40 acres because we knew the proposed lake would some day be, and the frontage property would be very valuable. This low altitude, warm-water lake will be the greatest thing ever (adjacent to the big O and C park) for this Hood-land recreation area, next door to the largest population center in the State.

If the new highway cannot be left where it is at present in our area, then we feel that for the best future planning it should be back at least 100 feet (preferably 200 or 300 feet) from the proposed lake bank on this one half mile strip.

We trust you will feel this is wise planning and would appreciate very much being notified of your decision. (Attachments to letter are on file in General Files, Salem.)

Letter from Mrs. Arthur C. Kendall: I would like to make some suggestions that will become a part of the record, which was made at the meeting in Wemme, February 7, 1967.

I believe if the Commission would take a long look ahead and see the value of a road on a hill side looking down in a valley and over the rivers, it would go far on the way of increasing the plan of making Oregon one of the beauty spots of the west.

If the twelve year old survey is followed there will be a highway of old deserted homes and commercial property, which will become rentals.

You, I think, know just what they will look like in a few years. Not many of the present owners will continue to maintain the property on the new road or to live there.

Brightwood, Oregon

March 4, 1970

Mr. Mark Haggard
Office of the Governor
Salem, Oregon

Dear Mr. Haggard,

I am sorry to have called you at a trying time yesterday. Briefly here is some background leading up to the problem:

We purchased this 40 acre tract over 25 years ago, at a high price for those days, because it had an ideal location for a lake frontage, golf course or building sites.

About 12 years ago, the State Highway Dept. slashed a diagonal line through the property. Some time later I went to their Milwaukie office, explaining why we were sorry the highway was being considered through this property, but if it must be, please move it at least 100 ft. from the proposed lake frontage.

Since then I have written them two letters and sent sketches. There has been a public hearing on the proposed route and now this month bids will be submitted for construction of the highway.

During the past two years, two large developements, on either side of us have been started on newly acquired property and the highway will take or damage at least 800 ft. of our best frontage to these developements, because they didn't see fit to move it at least 100 ft. North.

If it would be possible for you to see the situation and if I knew when you were coming, I would be at home with maps, letters, airiel photo and other significant data to show and explain why we feel we are being treated unjustly.

Respectfully yours,

Frank Christensen Jr.

Mr. & Mrs. Frank Christensen
P.O. Box 100

RECEIVED
APR 13 1970
FOR FILING

F-RF-1561(9)
7343

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1970

To: Mr. John Bond
Staff Assistant

Building

SUBJECT: State vs. Hodges
File L-6098 alder Cr. - Wildwood
Slack Co

State vs. Dodd
File L-6123

In compliance with our telephone conversation of April 8, with respect to the contractor's possession of the above properties, please find attached hereto a memorandum I wrote on April 7 concerning certain telephone conversations on April 2 and 3; a letter from Jim Goodwin with respect to the Hodges file; and Mr. Sheridan's letter with respect to both of the above files.

It is my understanding that you will correspond with the contractor concerning these particular files, on which buildings remain, and clear with him that he or the subcontractor has possession of the properties, notwithstanding there are improvements still on the properties. Further, that any delay in this area would be the result of either his or the subcontractor's arrangements with these particular individuals to leave the buildings where they are for the present.

FRANK C. McKINNEY
Assistant Counsel

F. B. KLABOE

FCMcK:ks

cc: F. B. Klaboe
D. H. Moehring
L. F. Sheridan

RECEIVED
APR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

FRF-156(17)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7343

April 7, 1970

Mr. John C. Carlson
Appraiser
7814 S. W. 11th Street
Portland, Oregon 97219

Re: Alder Creek-Wildwood Section
Mt. Hood Highway - Clackamas County

Ross Island Bridge-Reedway Section
Pacific Highway East - Multnomah County

Dear Mr. Carlson:

I hasten to respond to your telephonic request relative to securing a right of way strip map of the Alder Creek-Wildwood Section of the Mt. Hood Highway and a set of construction plans for that highway section, as well as construction plans for the Ross Island Bridge-Reedway Section of the Pacific Highway East.

Construction plans may be secured by writing or calling Floyd Query, Secretary to the Highway Commission, State Highway Building, Salem, Oregon 97310. Each set of plans cost $5.00.

The right of way strip map for the Alder Creek-Wildwood Section may be secured by directing your request to the Right of Way Division, State Highway Building, Salem, Oregon 97310. I have no idea of the cost, since that depends upon the length of the road sections involved.

I am sure there will be no difficulty in obtaining the construction plans and map, but should there be, might I suggest you direct any further correspondence to the Highway Engineer.

NOTED E. B. KLABOE

Yours very truly,

L. I. LINDAS
Assistant Attorney General
and Counsel

NOTED R. L. PORTER

LIL:ks
cc: R. L. Porter
D. H. Moehring

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 - 1970
[illegible]

F-RF-156(17)

7343

Bid
Mar 19

April 3, 1970

AGENDA
APR 2 1 1970

3N

G. L. Compton, J. C. Compton Co.
& John C. Compton
1303 Lafayette Avenue
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on March 24, 1970, accepted your proposal for grading, paving, and structures on the Alder Creek-Wildwood Section of the Mt. Hood Highway in Clackamas County for the sum of $3,341,525.50 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right-of-way is acquired and approval of the Bureau of Public Roads is received.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7343.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 15, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
L. W. Rulien
R. L. Cameron

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FOR FILING
FORM E-30-X (12-67)

EKF-156(17)
7343

26-1-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
April 13, 1970

SUBJECT: Proposed Eastbound Scale Site
Alder Creek-Wildwood Section
Mt. Hood Highway
Contract No. 7343

To: Mr. R. R. Cameron
Resident Engineer
7941 S.E. Johnson Ck. Blvd.
Portland 97206

Attached is self-explanatory correspondence relative to our recently submitted estimate for constructing an eastbound scale site on the Cook's Motel property.

Will you please prepare a price agreement covering construction of this scale site, and utilizing extensions of the contract bid quantities where applicable. It may be that you would want to rough out a price agreement and discuss it with me before finalizing.

Please do this at an early date so that work necessary in the area will properly fall in its place with the remaining contract work.

L. W. Rulien
Division Engineer

NOTED
A. E. JOHNSON

LWR:fb
Enc.
cc F. D. Morgan

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APR 14 1970
CONSTRUCTION
DIVISION

2

FORM 2-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 10, 1970

Salem, Oregon

To: Mr. L. W. Rulien
Division Engineer
Milwaukie

SUBJECT: Proposed Eastbound Scale Site
Alder Creek-Wildwood Section
Mt. Hood Highway

DIVISION

Your letter of April 8 with accompanying estimate based on bid prices to construct the subject weigh-scale at the original location (Station 620 to 630) has been reviewed with D. J. Barbee, Design Engineer, and he advises the proper procedure to include this construction in the project is to prepare a price agreement, obtain the contractor's approval and submit same through regular channels.

If adjustment of the channel change to pass outside the proposed weigh-scale is not included in the estimate it should be included in the price agreement.

We purchased the right of way required for this scale as originally proposed so acquisition of additional right of way should not be involved.

As the Mt. Hood Highway is a part of the principal transportation route between Portland and the Central Oregon Area, this eastbound scale is essential to weighing operations both from the standpoint of weight controls and for establishing an auditing base for PUC.

ORIGINAL SIGNED BY JOHN F. HAGEMANN

John F. Hagemann
Asst. Director of Permits

JFH:jf

cc: D. J. Barbee ✓
F. D. Morgan ✓
E. S. Hunter

Routing
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RECEIVED
APR 10 1970
CONSTRUCTION
DIVISION

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FORM [illegible] (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

John [illegible]

Portland, Oregon 97202
April 8, 1970

To:

Mr. R. P. Hamilton
Director of Permits
Salem

SUBJECT:

Proposed Eastbound Scale Site
Alder Creek-Wildwood Section
Mt. Hood Highway

We have experienced some difficulty in providing an eastbound scale site in the area of the subject contract. We initially set up a site on Cook's property in the vicinity of Station 625. Due to some anticipated extensive foundation work, if the site were developed here and also due to an apparently available and satisfactory site near Wildcat Creek, the latter was chosen and set up in the contract. However, the B.L.M., which controls the right of way near Wildcat Creek, refused permission due to timber which would have to be removed because it is a scenic attraction.

You will recall that last week you, Clinton Deyo and I went over the area from Wemme to Sandy and looked for possible alternate sites. We were unsuccessrul in finding a site that appeared to have any merit. Consequently, the original site near Station 625 appears now to be the most practical and suitable. I have requested our resident engineer, Rob Cameron, to review the site near Cook's Motel and to make a construction estimate based on his contract prices. Attached is such an estimate.

I do not believe that we will do better than this, and I would suggest that this matter be discussed at an early date to the end that we can negotiate construction of this necessary eastbound scale on our present contract.

L. W. Rulien
Division Engineer

NOTED
R. P. HAMILTON

LWR:fb
Enc.
cc F. D. Morgan
R. R. Cameron

RECEIVED
APR 9 1970
OFFICE OF DIRECTOR OF PERMITS
OREGON STATE
HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland
April 7, 1970

SUBJECT: Alder Creek - Wildwood Section
Proposed Scale Site

To:

L. W. Rulien
Division Engineer

Milwaukie

Following is my estimate for construction of an additional scale site on subject project right of station 620 -630±. Contract Bid pices were used to arrive at the estimate.

	Asphalt	95	Ton $28	2,660.–
Summary:	Plant Mix Base	3,070	ton 2.55	7,828.50
	Leveling Course	185	ton 2.50	462.50
	Plant Mix B.I. Base	827	ton $4.50	3,721.50
	Class 'B' AC	882	ton 5.00	4,410.–
	Emb. Fnd. Exc	6,000	Cu yd $2.00	12,000.–
	Xtra for Sel. Backfill	6,000	Cu yd $0.50	3,000 –
	6" perf pipe	1,000	lin ft. $1.50	1,500 –
	Filter Material	180	Cu yd $8.00	1,440 –
	Trench Exc	190	Cu yd 3.50	665 –
	Scale Site Illumination			9,069 –
	Scale Pit + Approach Slabs			7,500 –
				54,25650
	Contingencies +10%			5 425.65
				59,682.15

R R Cameron
R. R. Cameron
Resident Engineer

☐ ☐ ☐ ☐
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APR 7 1970
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FORM E-90-E (12-67)

NOTED
V.F. [illegible]

NOTED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 24, 1970
Salem, Oregon

To: Mr. Jay Barbee
Design Engineer

SUBJECT: Weigh Scale Site
Sandy-Alder Creek

DIVISION

Don Haller, Asst. Division Engineer, made a field review of the existing highway and right of way between Sandy and Alder Creek for a possible eastbound scale site and it was his conclusion that there is no feasible location for such an installation unless additional right of way is obtained or extensive excavation requiring wasting of the material is involved.

A scale site requires a minimum of right of way beyond the ditch line of approximately 40' x 1,000' with 250' of taper from 0' - 40' on each end. To attempt to purchase right of way of this magnitude after the section of highway has been constructed and abutting property adjusted would likely require condemnation proceedings with the resultant ill-will and adverse public relations.

Areas where additional right of way would not be required are cut or fill sections and would require nearly 100% waste or borrow of materials which, in addition to being extremely costly, would necessitate obtaining a waste or borrow site.

Mr. Terpin advises that the original site and the presently proposed site are the only feasible locations within the limits of the Alder Creek-Wildwood Section. He can supply the estimate of additional cost involved between these two sites which I understand is approximately $50,000.

The Mt. Hood Highway is a major east-west route and weighing facilities are considered a necessity to adequately control weights and to protect our highways from damage.

As no other site for an eastbound scale is presently available it is requested that the Bureau of Land Management be petitioned again for the right of way needed to install the scale at the site last proposed.

ORIGINAL SIGNED BY JOHN F. HAGEMANN

John F. Hagemann
Asst. Director of Permits

JFH:jf
cc: C. C. Deyo ✓

Salem, Oregon
February 24, 1970

[illegible]

Proposed Eastbound Scale Site
Alder Creek-Wildwood Section
Mt. Hood Highway - [illegible]

Mr. L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

The shift in location of subject scale site as shown on your sketch attached to your letter of February 20, complicates the access planned at Station 520 since the cut is higher easterly from this location. Considerable increase in earthwork quantities also is involved.

As an alternate plan to correct the projection of the tangent as an off-ramp, we have lengthened the off-ramp to take off near the P. S. of the curve instead of on the curve. We believe this to be the best of the two proposed plans since it does not complicate the access at Station 520.

A rough draft of the proposed plan is attached for your information. If you have some serious objection to this plan, please let us know.

D. J. Barbee
Design Engineer

By:
ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Assistant Design Engineer

FLH:ak

Attachment

Routing
Barbee B
Hall
A. Olsen
Sample
Torpin
Swanson

RECEIVED
FEB 24 1970
DESIGN
DIVISION

Trout LT
Wills
Hackleman
Scott
R. Olson
Carstensen

FORM E-90-X (12-67)

26-1-7-V

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202

February 20, 1970

To: Mr. D. J. Barbee
Design Engineer
Salem

SUBJECT: Proposed Eastbound Scale Site
Alder Creek-Wildwood Section
Mt. Hood Highway

We are somewhat belatedly coming to the conclusion that we have committed a design error in the layout of the subject scale site. We have basically projected the off-ramp to the scale site from the main line tangent, while the main line curves gently to the left. Each time we have constructed in this fashion, it has proved most difficult to delineate for the through traffic moves. Right of way in this instance is being acquired from B.L.M., and I understand our deal has not been finalized.

I suggest that we shift the scale site as indicated on the attached sketch. I am sorry that we did not catch this sooner, but nevertheless, we feel it is worth doing even at this late date.

L. W. Rulien
Division Engineer

LWR:fb
Enc.
cc F. D. Morgan
R. R. Cameron

Routing
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Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
FEB 24 1970
CONSTRUCTION
DIVISION

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FORM 2-30 60M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

December 7, 1966
Salem, Oregon

To: Mr. Tom Edwards
Assistant State Highway Engineer

SUBJECT: Replacement of Sandy Truck Scale

BUILDING

It has recently come to my attention that an extension of improvements to the Mt. Hood Highway east from Alder Creek is in the planning stage with construction contemplated in the near future.

For some years we have been waiting for this development with the thought in mind of including in the plans a new twin scale installation to replace the facility which was removed at Sandy to make room for a widening project early in 1965.

Attached is a plan of the proposed installation. There may be a better location about a mile east of that shown on the plan but the purpose now is to solicit your approval for including a twin scale site in the project. Scale mechanism for both scales are presently available.

GW Ross

G. W. Ross
Director of Permits

GWR:jf
Attachment

cc: C. C. Deyo

Copy to Reed

to Klaboe
Pls include in design
E!

RECE
DEC 7 1966
OFFI.
STATE HIGHWA

RECEIVED
APR 3 - 1970
FOR FILING

F-RF-156(19)
7343

April 3, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of April 3, 1970, is requested in the award of contract for the Alder Creek-Wildwood Section, Project No. F RF 156(19).

The contractor receiving the award is G. L. Compton, J. C. Compton Co. and John C. Compton in the amount of $3,341,525.50, with Contract No. 7343 assigned. This bid was received on March 19, 1970 and awarded on April 3, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads Endorsement
Date______________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:ia

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APR 3 - 1970
FORM 2-90 (12-67)
FOR FILING

F-RF-156(17)
7343

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
April 2, 1970

SUBJECT: R-42329
Bureau of Land Management
Alder Creek-Wildwood Section
Mt. Hood Highway

To: MEMO TO FILE

On April 1 the undersigned, Mr. John Oakes, Mr. Earl Saling and Mr. Gavin, District Engineer for the Bureau of Land Management, discussed the payment for timber on the above file.

It was determined during this discussion that we initially misinformed the Bureau of Land Management as to the limits of the timber cruise so they made a cruise from right of way line to right of way line instead of from clearing line to clearing line. Mr. Gavin advised us that they would be happy to recruise the area but it would take from two weeks to a month to get it done.

Inasmuch as the Bureau of Land Management will not allow our contractor to start clearing until we have paid them and they will not accept anything other than the full amount indicated by their timber cruise, we had the choice of either delaying the contract or paying the full amount and requesting a refund based upon a subsequent cruise by the Bureau of Land Management. The latter alternative seems the only way out.

Mr. Gavin advised us that he could not guarantee a refund. However, I am sure that when the clearing is completed, if we notify the Bureau of Land Management that we would like a cruise of the remaining timber between the clearing line and the right of way line they will do so and we will eventually get our refund.

It seems this whole problem arose because of either a lack of communication or a communication of the improper cruise limits. It is suggested that in future dealings with the Bureau of Land Management whoever is going to give them the cruise limits make darn sure they are correct. If they are going to wait until the last minute to give them the information.

I would also like to suggest that the cruise information be given to the Bureau of Land Management much earlier than it was in this case as Mr. Gavin seemed a little uptight over the whole situation and Mr. Sieser, whom I talked to in Portland, indicated that the urgency of the cruise had created a tense situation.

Jack L. Sollis
JACK L. SOLLIS
Asst. Attorney General

JLS:djg
cc: Mr. L. I. Lindas
Mr. John Oakes
Mr. Earl Saling

RECEIVED
APR 21 1970
FOR FILING

F-RE-156(19)
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3.17.70

AYR 489

March 19, 1970

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attention: Mr. George D. Poppen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering closure of an unnamed road in the vicinity of Wildcat Creek on the Alder Creek-Forest Boundary Section of the Mt. Hood Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
MAR 11 1970
FORM 2-30 (12-67)
FOR FILING

ERF-156(17)
7343

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1970

To: Memo to File

SUBJECT: Alder Creek - Wildwood Section
Mt. Hood Highway
Clackamas County

A decision has been made to withdraw the scale site construction on the east bound lanes as planned on the subject project. The right of way will be revised to the original taking through the government property.

The specification section will delete by letter any items for the construction on this scale site.

ORIGINAL SIGNED BY
D. J. BARBEE

D. J. Barbee
Design Engineer

DJB:ak

cc: Mr. F. B. Klaboe ✓
Mr. L. W. Rulien
Mr. John R. Oakes
Mr. C. G. Swenson
Mr. Frank E. Terpin
Mr. Floyd Scott

3-11-70
Jay
we still want to build it later if BLM agrees. R/W should proceed to try to get R/W.
Fred

RECEIVED
MAR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1970
FOR FILING

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-RF-156(19)
7343

March 9, 1970

Portland General Electric Company
P. O. Box 609
Gresham, Oregon 97030

Re: Power Line Relocation
Alder Creek-Wildwood Section
Mt. Hood Highway
Clackamas County

ATTENTION: James A. Doig

Gentlemen:

Enclosed herewith are copies of portions of our right of way map for the above subject project which have been colored to indicate newly acquired right of way or change in status of right of way. Permit of entry has been obtained for those right of way files shown outlined in yellow. Right of way has been optioned on those files shown outlined in red.

You are now permitted to enter on the newly acquired right of way for the purpose of planning and relocating your facilities in conflict with the subject project. You will be informed as additional right of way becomes available to your Company.

If further information or assistance is required contact Mr. R. H. Rumbolz or this office.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosure

cc: F. B. Klaboe
L. W. Rulien
L. C. Grothaus
R. R. Cameron
R. H. Rumbolz (w/attachments)

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

3-5-70

RECEIVED
MAR 10 1970

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	F-RF-156(19)
SECTION:	ALDER CREEK - WILDWOOD
WORK :	GRADING, PAVING AND STRUCTURES
COUNTY :	MULTNOMAH

TO:
Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

F-RF-156(19)
7343

Klaboe

FROM:
Mr. R. E. Simpson
Division Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZED
February 25, 1970	February 25, 1970

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). After award concurrence you are authorized to proceed with Contractor's flagging in the amount of $35,000 as shown in your Estimate.

REMARKS AND LIMITS OF AUTHORITY:

Mr. Young's February 20, 1970 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

The 1970 edition of the "Standard Specifications for Highway Construction" is approved for use on this project.

A signed copy of the Title Sheet is returned herewith.

OFFICE USE
3-10-70
Young
w/enc.

NOTED
F. B. KLABOE

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-5-70	R. E. Simpson R. E. Simpson	Division Engineer

RECEIVED
FEB 25 1970
FOR FILING

F-RF-156(19)
7343

February 24, 1970

8227

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Re: Mt. Hood Highway
Alder Creek-Wildwood Section
Salmon River Bridge
Bridge No. 8522
Your File 08-35.6

Dear Sir:

Your letter of February 12 requested that we study the footing elevation of Bent 2 of the subject bridge.

We had done this subsequent to our preliminary plan submittal of February 2 and lowered the footing elevation by five feet.

The footing elevation 1,035 feet, shown on the bid plans, places the footing at least five feet into the cemented fine-grained breccia.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

LLW:jf ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 12, 1970

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

w/ Hubbell

Edwards

SUBJECT: Oregon Project FR-F-156(19)
Alder Creek - Wildwood Section
Salmon River Bridge Preliminary Plans

Preliminary plans and supporting data submitted by Mr. Merchant's letter of February 2 have been reviewed. The structure type selected and geometrics are satisfactory.

It is assumed that you have carefully studied the footing depth at Bent 2 and embedded it sufficiently below the scour line. In the 1964 flood this stream changed channels in many areas when the riverbed changed direction. The river carried debris which wedged into the bank and forced new channel locations. It would appear that Bent 2 should be embedded in the cemented fine-grained breccia. Please consider this comment.

I approve the plans as submitted.

Merchant
Rd

RECEIVED
FEB 17 1970
BRIDGE DIVISION

NOTED
TOM EDWARDS

RECEIVED
FEB 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 4 1970
FOR F

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

F.RF.156(19)

7343

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 20, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-RF-156(19)
Alder Creek - Wildwood Section, Mt. Hood Highway
Waiver of Contractor's Right of Entry

The additional information furnished with Mr. Young's February 19 letter allows us to reconsider this matter and make a determination in accordance with the provisions of paragraph 10f of PPM 21-6.3 that it would be in the public interest to waive the requirements of subparagraphs 7c of PPM 21-12 and 10e of PPM 21-6.3 with regard to the contractor's right to occupy and use certain portions of the right of way.

The project plans and specifications must indicate, of course, the exact areas involved and the period of time involved in accordance with paragraph 6e of PPM 21-6.3.

NOTED
F.B. KLABOE

orig to Young
copies to Barbee
Morgan
2-25-70

RECEIVED
FEB 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 20 1970

FOR FILING

F-RF-156(7)
7343

February 19, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Alder Creek-Wildwood Section
Project No. F-RF-156(19)

Dear Sir:

In answer to your letter of February 6, 1970 regarding the subject project, we are submitting the following information in support of a March 19, 1970 bid opening date for the subject project.

The contractor will actually only be denied complete working access for approximately 3,200 feet (0.61 mile) where right of way is not available on either side of existing highway and partial working access on one side only for approximately 4,500 feet (0.85 mile). This restriction of access until May 15, 1970 will not affect the contractor's completion of the project as work can be done on the widening of Alder Creek Bridge (Sta. 453) and Wild Cat Creek Bridge (Sta. 499), the bulk of the clearing and grubbing of the project which is from Station 645 to Station 743 and the construction of the 447-foot bridge over the Salmon River (Sta. 666). It is necessary to start the construction of the Salmon River Bridge as early as possible so it can be used this summer to haul embankment material and surfacing material from the east side of the river to the westerly section of the project.

The slash which must be burned from the clearing and grubbing should be burned as early as possible in the year to avoid the burning restriction period and the summer fire season.

In reference to utility work, said work is for the most part dependent on the contractor's clearing operations on the westerly portion of the project, complete cooperation between the utility people and the contractor is essential on this project because the utility lines will be placed on the right of way. The utility lines will be placed in the easterly one-third of the project when the contractor has completed his work to the extent that there will be no interference.

The right-of-way holdup to allow the property owners the required 90-day notification period will only restrict the contractor for 35 days except for one parcel and that one for only 30 days; therefore, we are of the opinion that the advantages gained in opening bids on March 19, 1970 far outweigh other factors. In addition, a March award will allow preparation and move-in time to take advantage of all of the 1970 construction season. The restriction in right of way use will not cause any delay in the final completion date or increase the cost of the project.

The attached plan sheet which shows the restricted area will be made a part of the contract and the specifications will contain the restrictive clause required in paragraph 6e of PPM 21-6.3.

May we have your approval of this restriction in time to allow us to advertise by February 26, 1970.

Very truly yours,

Attachment

Forrest Cooper
State Highway Engineer

By

J. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
T. W. Litchfield
R. N. Chase

FEB 19 1970

F-RE-156(19)

7343

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

February 18, 1970

SUBJECT: Alder Cr.-Wildwood Section
Mt. Hood Highway

To: Mr. F. B. Klaboe
Asst. State Hwy. Engr.

NOTED
F.B. KLABOE

2243

BUILDING

Tuesday, February 17, 1970, I inspected this project in the company of Mr. Litchfield, Mr. Harwood, Mr. Chatwood, Mr. Grothaus, Mr. Cartwright, Mr. Cameron, and Mr. Rumbolz. Our object was to provide a workable plan for the maximum use of the right of way by both the State contractor and the utilities that have to be relocated. Apparently this will not be difficult as the State contractor can use the first 60 to 90 days to clear the area from station 645 to station 745 and commence preparations for the Salmon River Bridge at station 666.

During this interval the utility will have all of the right of way available to them with the exception of the few areas that are withheld under the contract as shown on sheet 2F of the plans.

It is my understanding that Mr. Litchfield is preparing a report concerning the use of the right of way for the relocation of utilities where our relocation follows the existing highway.

Concerning the excluded properties, field inspection has resulted in the following suggested amendments to the restricted areas. The first is to eliminate the restriction on file 32982. The building shown on the north side of the highway opposite station 481+50 is a former commercial garage and is reported to be empty. The building shown on the south side at station 482+75 is no longer there. The exclusion for file 33000 between station 558+75 and station 564+60 should only apply to that part of the property involving the home on the south side of the highway between station 563+30 and 564+60. There are no improvements to be displaced on the north side of the highway. On file 33045-Cook, which is the exclusion between station 618 and station 645 on the south side of the highway, the exclusion should apply only from the existing fence at station 639+20 to station 645 as this area is the only area of the property affecting the operation of the motel that requires the 90-day hold.

As shown on my status report to Mr. Young, we have a number of open files at this time. However, as stated in the report, we expect to have the right of way available to our contractor by negotiation or condemnation prior to the date we request Bureau concurrence in award.

G. E. ROHDE
Chief Counsel

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc L. H. Young
D. J. Barbee
L. W. Rulien
  Attn. Allan Harwood
G. E. Rohde
T. W. Litchfield
Louis C. Grothaus
Armand Riveness
Frank C. Lowe

RECEIVED
FEB 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-80 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

February 18, 1970

SUBJECT: Right of Way Status
FA Project
March 19, 1970, Bid Opening

To: Mr. L. H. Young
Program and Planning
Engineer

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way or rights of entry are acquired with the exception of the files listed following the name of the project.

Alder Cr.-Wildwood Sec., Mt. Hood Hwy., Clackamas Co., Grade, Pave and Str.

32979-Nylander, 32981-Clackamas Co., 32982-Morlan, 32983-Lien, 32984-Langley, 32985-O'Donnell, 32986-Stemler, 32987-Rubbert, 32989-Provo, 32990-Rohrscheib, 32991-Neels, 32999-Stone, 33004-Daniels, 33005-Strand, 33006-Funk, 33008-First Friends Church, 33009-Neels, 33010-Stein, 33012-Petrie, 33017-Phelps, 33023-McNaught, 33027-Sidebottom, 33029-Cook, 33031-Dodd, 33044-Goldthorpe, 33049-Routledge, 33050-Wilson, 33051-Cox, 33053-Schmidt, 33054-Gudge, 33057-Kendall, 33059-Wilkens, 33060-Warren, 33061-Karker, 33064-Sherwood, 33075-Gadwood, 33076-Root, 33078-Goff, 33079-McLean, 33081-Alexander, 42797-Christenson, 43384-Johnson, 43814-Morlan.

We will have all rights of entry and rights of access by the date we request Bureau concurrence in award, with the exception of the properties included in my letters of January 12, 1970, and January 21, 1970, which are to be held out of the contract. Relocation advisory assistance will have been provided in accordance with paragraph 3h of PPM 80-5.

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances will be fully implemented. All persons and occupants of the right of way within this project will be relocated to decent, safe and sanitary housing or will be offered decert, safe and sanitary housing.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

G. E. ROHDE
Chief Counsel

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc F. B. Klaboe
V. E. Skoog
G. E. Rohde
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

Form FHWA-121 (11-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: February 6, 1970

In reply refer to: 08-35-DA-1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
FEB 11 1970
LEGAL & RIGHT OF WAY

Klabo

SUBJECT: Oregon Project F-RF-156(19)
Alder Creek - Wildwood Section
Mt. Hood Highway

Mr. Young's letter dated February 2, 1970 requests waiver of paragraphs 7c of PPM 21-12 and 10e of PPM 21-6.3 in order to place this project on the March 12 bid opening schedule. The reason given is to allow the 90-day notification period required by IM 80-1-68. It is noted that the delayed right of entry applies to approximately 1.3 miles or roughly one quarter of the length of the project.

We recognize the desirability of an early start due to fire season restrictions; however, in this instance it may be necessary to allow more time for completion of right of way requirements. Our Area Engineer advises that utilities relocation on this section is a serious problem that should be given more than the usual lead time. We recommend that as much utility work as possible be completed prior to start of construction.

Due to right of way and utilities problems it may be advisable to delay bid openings for this project. If you have other information to support an early award we would welcome the opportunity to give the matter further consideration.

RECEIVED
FEB 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO

____
By Asst. State Hwy. Engr.

RECEIVED
FEB 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Young, copies to Barbee, Maelwring
2-11-70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 18 1970
FOR FILING

E-RF456(19)
4343

February 17, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been reached with the Clackamas County Board of Commissioners concerning the closure of an unnamed road in the vicinity of Wildcat Creek on the Alder Creek-Forest Boundary Section of the Mount Hood Highway.

Subsequent to your approval of the original throughway agreement at the April 22, 1969 meeting, it has been been determined that installation of a truck scale would be desirable in this area and closure of the unnamed road would be necessary in order to accommodate such an installation.

This proposed road closure will be the subject of a letter-form supplemental throughway agreement which will be on the agenda for the March 17 meeting.

I recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. E. Young
E. S. Cox
L. W. Rulien

MCH:ljt sr

RECEIVED
FEB 16 1970
FOR FILING

F-RF-156(19)
7343

2-9-70

TRANSACTION NUMBERS 2-19 AND 2-20

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-9-70

BY (Signature): MR. YOUNG'S JANUARY 22, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL PRIMARY

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 2 (RF) & 483 (P) ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
483	F-RF-156(19)	2.67	1,713,390	1,088,600	ALDER CREEK-WILDWOOD SECTION	GRADE - DRAIN - HIGH TYPE PAVEMENT (4 LANES STRUCTURES - FRONTAGE ROAD - TRUCK SCALE SITES AND UTILITY ADJUSTMENTS
2	RF-F-156(19)	2.82	1,811,610	1,151,094	" " "	" " "

THESE ARE JOINTLY FINANCED PROJECTS.

NOTE
F. B. [illegible]

REMARKS (Division)

THIS PROJECT IS APPROVED UNDER PROVISIONS OF PARAGRAPH 2(B), PART I OF IM 50-1-70 DATED JANUARY 12, 1970 BASED ON MR. YOUNG'S FEBRUARY 4, 1970 CERTIFICATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR UTILITY ADJUSTMENTS.

Young
2-13-70

RECEIVED
FEB 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		2-9-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
FEB 5 - 1970

F-RF-156(19)
7343

February 4, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Alder Creek-Wildwood Section
Oregon, Project No. F-156 (19)

Dear Sir:

Instructional Memorandum 30-1-70 paragraph 2b advises that projects with a substantial portion of the right-of-way purchased prior to September 30, 1969 need not be submitted to the State clearinghouse for approval in advance of the PR-1 approval.

We hereby certify that a substantial portion of the right-of-way was purchased prior to September 30, 1969, furthermore all but one parcel was purchased prior to January 30, 1970.

We plan to make the usual inquiries of public agencies for their comments and requirements and the P.S. & E. letter will contain the standard certifications as required by the regulations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

DAR:aw

cc: F. B. Klaboe
D. J. Barbee
H. S. Cox
R. N. Chase

RECEIVED
FEB 8 - 1970

FOR FILING

F-RF-156(19)
7343

February 2, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Alder Creek-Wildwood Section
Oregon Project Number
F-RF-156(19)

Dear Sir:

We hereby request the requirements of subparagraph 7c of PPM 21-12 and 10e of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project. We plan to open bids for the project March 12, 1970.

The attached sketches delineates the restricted right of way outlined in red. The specifications will contain the restrictive clause required in paragraph 6e of PPM 21-6.3, that the areas as shown will not be available for the contractors use until after May 15, 1970.

The restriction will affect the roadway work on the westerly end of the project on both sides of the roadway in some cases but as the new alignment in this area follows the present highway, the contractor will have access to all right of way immediately, except the property involved. The two months with the restriction in force will be utilized by the contractor to a distinct advantage to perform most of the $150,000.00 of clearing and grubbing, widen two bridges and start construction on another bridge 447 feet in length over the Salmon River. The structure over the Salmon River is needed early in the project because a considerable amount of embankment material must be hauled over it to avoid a long haul over the existing highway. The restriction will not cause any delay to the contractor in the final completion date or increase the cost of the overall project. There may be a need for an extention of time if the restrictions are extended beyond May 15, 1970.

The reason the property is not fully acquired is to allow the property owners their 90 day notification period required by IM-80-1-68. If further information is needed please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program & Planning Engineer

DAR:aw

cc: F. S. Kisbee
D. J. Barbee
John Oakes
C. G. Swenson
R. N. Chase
W. H. Haskins

RECEIVED
JAN 28 1970
FOR FILING

FRF-156(19)
4343

January 22, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one jointly financed Primary-Rural Primary Project No. F-RF-156(19), Item 463 (Primary) and 2 (Rural Primary) which we desire to have included in the Federal-Aid Primary and Rural Primary Highway Programs.

It is our intention to receive bids for this project on March 12, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

DAR:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) U.S. 26 Alder Creek, East 5.49 mi. 21	ADT	PRESENT 4,500	FUTURE 8,500 (66) (70)	YEA 9 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave., 3 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Cl
	NAME OF URBAN AREA 17-31	ROUTE NO. P | FEDERAL-A 2

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		U.S. 26 Alder Creek, East 5.49 Miles.			
5					**ROW**		(Alder Creek-Wildwood Section)			
5					**CONST** (CODE)			(2.67) 2.82	(1,713,390) (Primary) 1,811,610	1,151,094

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	(2.67) 2.82	(1,713,390) 1,811,610	1,151,094
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

F-RF-156(19). This project is jointly fi
The overall length of the project is 5.49
of percentage of RF fund available.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	ADT	PRESENT 4,500	FUTURE 8,500 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 073 (4) (9)	ITEM NO. 2 (14) (18)

(66)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RF-F 14 23	NUMBER 156 7	SEQ. NO. (19) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Clackamas CODE 005 (14) (16)

ROUTE NO. P FEDERAL-AID 24 (32) STATE 26 (36)(37) U.S. 26 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

		ESTIMATED PROJECT COST BY PHASES				
	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
ek,						Gr., Dr., 4 - 12' lanes H.T. pave. with 10' shldrs., median var. (4' min., 16' max.), 3 brs. (length 677'), frontage rd. 20', E.B. & W.B. truck scale sites.
	(2.67) 2.82	(1,713,390) (Primary) 1,811,610	1,151,094	660,516		ROW - 135' min.; Access Control - partial; Parking Restrictions - none; Utilities - adj. required including preparatory work.
CT S	(2.67) 2.82	(1,713,390) 1,811,610	1,151,094	660,516		
		(16) (23)	(24) (33)			

REMARKS

Additional Data: Item No. 483, Project No. F-RF-156(19). This project is jointly financed using Rural Primary and Primary Federal Funds: The overall length of the project is 5.49 mi. and is split between RF & F funds on the basis of percentage of RF fund available.

ALDER CREEK-WILDWOOD SECTION

Existing Facility

Roadway: 20' bituminous macadam surface with 2' shoulders

Structures:
1 - Alder Cr., 70' RCDG, H.C. 58', H-20 loading, const. 1958 under Project F-156(7), Br. No. 665-A.

2 - Wildcat Cr., 60' RCDG, H.C. 34', H-15 loading, Br. No. 689-A.

3 - Salmon River, 220' steel deck truss with RCDG approaches, H.C. 24', H-15 loading, Br. No. 1438.

Adjacent Sections

West End: Connects to Project F-156(6). Four 12' lanes, high-type pavement with 8' shoulders and 4' median.

East End: 20' bituminous macadam surface with 2' shoulders.

Project Data

The project consists of the following:

Roadway: Grade and drain four 12' lanes high-type pavement (Type Code 6201) with 10' shoulders and variable width median of 4' min. with 16' max. for left turn lanes. E.B. and W.B. truck scale sites roadway, parking area, scale pit and approach slabs. 20' high-type pavement frontage roads on left (Sta. 655+00 to Sta. 660+25) and right (Sta. 656+00 to Sta. 662+75) sides.

Structures:

M.P.	Descr
0.00	West end of projec
0.02	Alder Cr. (Widen e Hwy. over waterway No. 665-B, Length
0.87	Wildcat Cr. (Widen Hwy. over waterway slab spans, Br. No 60', H.C. 72'.
4.05	Salmon Riv., Hwy. Prestressed Bulb T Length 447', H.C.

St

Utilities, adjustment of
Portland General E
Western Valley Te

System Action, Airports,
Public Hearing: Held Feb
Location: Approved Apri
Design: Approved August
Social, Economic and Envi
Parks, Historical and Rec

CREEK-WILDWOOD SECTION

H-20
oject F-156(7),

', H-15

truss with
loading,

ur 12' lanes,
ers and 4'

2' shoulders.

gh-type pave-
houlders and
with 16' max.
.B. truck scale
le pit and
avement front-
o Sta. 660+25)
62+75) sides.

Structures:

M.P.	Description	Type Code	Est. Cost
0.00	West end of project		
0.02	Alder Cr. (Widen existing str.), Hwy. over waterway, RCDG, Br. No. 665-B, Length 170', H.C. 72'.	X021	$ 83,000
0.87	Wildcat Cr. (Widen existing str.), Hwy. over waterway, Reinf. conc. slab spans, Br. No. 689-B, Length 60', H.C. 72'.	X020	73,000
4.05	Salmon Riv., Hwy. over waterway, Prestressed Bulb T, Br. No. 8522, Length 447', H.C. 84'.	X081	670,000
	Str. Total Estimate		$826,000

Utilities, adjustment of the following (Type Code Y060):

Portland General Electric	$5,000
Western Valley Telephone Co.	1,000
	$6,000

System Action, Airports, Water Development & Railroads: none involved.
Public Hearing: Held February 7, 1967.
Location: Approved April 14, 1969
Design: Approved August 19, 1969.
Social, Economic and Environmental Effects Considered: Yes.
Parks, Historical and Recreational Areas: None involved.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PR

(PPM 21

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* U.S. 26 Alder Creek, East 5.49 mi. 21 65	**ADT**	PRESENT 4,500 (66)	FUTURE 8,500 (70)	YEAR 90 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., High-Type Pave., 3 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74) (75

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Clacka	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 24

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		U.S. 26 Alder Creek East 5.49 miles.			
5					**ROW**		(Alder Creek- Wildwood Section)			
5					**CONST** (CODE)			(2.82) 2.67	(1,811,610) (Rural Primary) 1,713,390	1,088,600

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	(2.82) 2.67	(1,811,610) 1,713,390 (16) (23)	1,088,600 (24) (33)
1	14	PROGRAM APPROVAL DATES				

RF-F-156(19). This project is jointly finan
The overall length of the project is 5.49 mi
of percentage of RF Fund available.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 4,500	FUTURE 8,500	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 012	ITEM NO. 483	

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F-RF-	NUMBER 156	SEQ. NO. (19)	I. Projects Only POST MI.	DESIG.

COUNTY NAME Clackamas	CODE 005	PROGRAM STAGE	☐ 1 OR ☒ 2

ROUTE NO. P	FEDERAL-AID 24	STATE 26	U.S. 26

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., Dr., 4 - 12' lanes H.T. pave.with 10' shldrs., Median var. (4' min., 16' max.), 3 brs.(length 677'), Frontage rd. 20', E.B. and W.B. truck scale sites.
(2.82) 2.67	(1,811,610)(Rural Primary) 1,713,390	1,088,600	624,790		ROW - 135' min.; Access Control - partial; Parking Restrictions - none; Utilities - adjust. required, including preparatory work.
(2.82) 2.67	(1,811,610) 1,713,390	1,088,600	624,790		

REMARKS Additional Data: Item No. 2, Project RF-F-156(19). This project is jointly financed using Rural Primary and Primary Federal Funds: The overall length of the project is 5.49 mi. and is split between RF and F Funds on the basis of percentage of RF Fund available.

ALDER CREEK-WILDWOOD SECTION

Existing Facility

Roadway: 20' bituminous macadam surface with 2' shoulders

Structures:

1 - Alder Cr., 70' RCDG, H.C. 58', H-20 loading, const. 1958 under Project F-156(7), Br. No. 665-A.

2 - Wildcat Cr., 60' RCDG, H.C. 34', H-15 loading, Br. No. 689-A.

3 - Salmon River, 220' steel deck truss with RCDG approaches, H.C. 24', H-15 loading, Br. No. 1438.

Adjacent Sections

West End: Connects to Project F-156(6). Four 12' lanes, high-type pavement with 8' shoulders and 4' median.

East End: 20' bituminous macadam surface with 2' shoulders.

Project Data

The project consists of the following:

Roadway: Grade and drain four 12' lanes high-type pavement (Type Code 6201) with 10' shoulders and variable width median of 4' min. with 16' max. for left turn lanes. E.B. and W.B. truck scale sites roadway, parking area, scale pit and approach slabs. 20' high-type pavement frontage roads on left (Sta. 655+00 to Sta. 660+25) and right (Sta. 656+00 to Sta. 662+75) sides.

Structures:

M.P.	Descripti
0.00	West end of project
0.02	Alder Cr. (Widen exist Hwy. over waterway, RC No. 665-B, Length 170'
0.87	Wildcat Cr. (Widen ex Hwy. over waterway, Re slab spans, Br. No. 68 60', H.C. 72'.
4.05	Salmon Riv., Hwy. over Prestressed Bulb T, Br Length 447', H.C. 84'

Str. T

Utilities, adjustment of the
Portland General Elect
Western Valley Telepho

System Action, Airports, Wate
Public Hearing: Held Februar
Location: Approved April 14,
Design: Approved August 19,
Social, Economic and Environm
Parks, Historical and Recreat

-WILDWOOD SECTION

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Structures:

M.P.	Description	Type Code	Est. Cost
0.00	West end of project		
0.02	Alder Cr. (Widen existing str.), Hwy. over waterway, RCDG, Br. No. 665-B, Length 170', H.C. 72'.	X021	$ 83,000
0.87	Wildcat Cr. (Widen existing str.), Hwy. over waterway, Reinf. conc. slab spans, Br. No. 689-B, Length 60', H.C. 72'.	X020	73,000
4.05	Salmon Riv., Hwy. over waterway, Prestressed Bulb T, Br. No. 8522, Length 447', H.C. 84'.	X081	670,000
	Str. Total Estimate		$826,000

Utilities, adjustment of the following (Type Code Y060):

Portland General Electric	$5,000
Western Valley Telephone Co.	1,000
	$6,000

System Action, Airports, Water Development & Railroads: none involved.
Public Hearing: Held February 7, 1967.
Location: Approved April 14, 1969
Design: Approved August 19, 1969.
Social, Economic and Environmental Effects Considered: Yes.
Parks, Historical and Recreational Areas: None involved.

RECEIVED
NOV 25 1969
FOR FILING

F-RF-156(19)
7343

October 20, 1969

Oregon State Highway Commission

Gentlemen:

A preliminary investigation by our Utilities Section has disclosed that seventeen or more private water or sewer systems will require adjustment or relocation to accommodate the Alder Creek-Wildwood Section of the Mt. Hood Highway in Clackamas County. These systems serve from one to twenty-five users. Maintenance appears to be done on a share-the-cost basis and seems to be negligible.

Eleven of the water systems investigated are presently located on both the existing right-of-way and right-of-way yet to be acquired for the project. The State would be obligated to make reimbursement for the cost of relocating that portion presently located outside the existing highway right-of-way.

The estimated total cost for the relocation of the eleven water systems is $7,473, of which $2,760 should be borne by the owners and $4,713 borne by the State. The average cost to each system on this basis would be $230.

In view of the somewhat unusual circumstances, I do not believe that it is feasible or economical for us to attempt to recover any of the cost of rearrangement from the owners. It is my opinion that the cost of negotiation would exceed any possible recovery amount.

I recommend your approval for the State to bear the entire cost ($7,473) of adjusting these systems and that no attempt be made to assess any of the cost to the owners. The work will be performed by our contractor as part of the project.

I will discuss this matter with you at your next meeting on November 18.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
L. W. Rulien

M
JMC:ss fn

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1969

SUBJECT: Water and Sewer System Conflicts
Alder Creek-Wildwood Section
Mt. Hood Highway
Clackamas County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

A preliminary investigation by R. H. Rumbolz, Field Utilities Liaison Engineer, revealed that at least 17 private water and sewer systems will conflict with the proposed subject project. These systems vary from 2 or 3 party users, with no apparent use or maintenance charges, to 15-20 users per system on a "share the cost" basis. Eleven (11) of the water systems investigated are presently located on both the existing right of way and right of way yet to be acquired for the project.

Under normal circumstances the State would be obligated to make reimbursement only for the cost of relocating the portion of the conflict located outside existing State highway right of way. The enclosed tabulation of systems shows the estimated total cost for the relocation of the 11 water systems to be $7,475, of which $2,760 should be borne by the Systems and $4,715 borne by the State. The average relocation cost to each system would be $250.

Mr. Rumbolz' report, a copy of which is enclosed, recommends that all costs for the relocation of the systems be borne by the State. The basis for his recommendation is that it would cost the State more to establish a proper separation of costs, with an average of 8 users per system, than the $250 that could be recovered from the systems for the non-reimbursable work. Mr. L. W. Rulien concurred in this recommendation.

Mr. Rumbolz also recommended that the Right of Way Section incorporate the above concept into their negotiations. The non-reimbursable costs would be used as part of the consideration to property owners. Further investigation (see attached letter from J. R. Oakes) has revealed that, to be equitable, the State would have to enter into special negotiations with water users from whom right of way is not required.

It is, therefore, recommended that the State bear the estimated additional cost, $2,760, to adjust the water lines at no cost to the systems. The actual relocation work to be performed by the State's contractor.

Per your request of October 9, 1969, you will find enclosed a rough draft letter to the Commission requesting approval of the above procedure.

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
OCT 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss
Enclosure

Re: Water & Sewer Systems Conflicts
Alder Creek-Wildwood Section
Mt. Hood Highway
Clackamas County

Station	Users	Non-Reimb.	Reimb.	Type System
471) 482)	18	$400	$1170	Water
498	10	135	315	Water
499	Multiple	75	175	Water
501	6-8	0	All	Cesspool & lines
528	1	130	590	Water
565	1	110	360	Water
582	4	230	160	Water
583	1+	160	300	Water
591	18-24	310	730	Water
602-610	2	900	300	Water
610	20	150	350	Water
632	1+	0	All	Water
642	1+	0	350	Water
660	20-25	0	1300	Water
661	1+	0	All	Septic Tank
670	13	?	?	Water
764	1+	160	295	Water
Water Systems Eligible for Partial Reimbursement				
11 Syst.	91+	$ 2760	$ 4715	37% Non-Reimb.
Average	8	250	430	

JMC:ss
10/13/69

FORM E-30 (12-67)

RECEIVED
CONSTRUCTION
DIVISION

Routing
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Bond
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Swan
Glenn
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Gallagher
Stein

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 7, 1969

To: Mr. T. W. Litchfield
Utilities Liaison Engineer

CONSTRUCTION

SUBJECT: Water Line Connections
Alder Creek-Wildwood
Section
Mt. Hood Highway
Clackamas County

Last week we discussed the possibility of deducting part of the cost of replacing individual water lines from the amount offered for the right of way.

I am attaching copies of correspondence from Mr. Grothaus indicating that your solution was not discussed with either Mr. Rulien or Mr. Grothaus. You will notice that Mr. Rulien's recommendation is for the State to construct the connections at no cost to the grantor.

I would like to add the following to Mr. Rulien's recommendation:

Any of the affected files that have been closed would have to be reopened.

It could conceivably affect properties from which we do not require right of way. We would have to negotiate agreements with the owners for them to pay the State.

Some people would get the construction free as their facilities are not in the existing right of way. We would not be able to convince the others that we were being fair and impartial.

The policy would deter many owners who will sign the option if they consider the price right. In this case we would greatly increase the cost of acquisition by unneeded condemnation.

We expect that this will be extremely difficult right of way to negotiate. We request that you review your recommendation.

G. E. ROHDE
Chief Counsel

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
Attachments
cc G. E. Rohde

cc: D. J. Barbee

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 23, 1969

To:

Mr. T. W. Litchfield
Utilities Liaison Engineer
Salem

SUBJECT:

Utilities Adjustments
Alder Creek-Wildwood Section
Mt. Hood Highway

You are in receipt of a report dated September 16, 1969 from Dick Rumbolz which relates to the extensive number of private and/or semi-private water and sewer systems which will need various adjustments when the subject section of highway is built. I concur with Mr. Rumbolz's analysis which indicates that not only would time and money be saved, but that better public relations and more efficient handling would result if the adjustments of these facilities are a part of our construction plans, and that the right of way be negotiated on the basis that these facilities will be adjusted by the contractor.

Would you please discuss this with those who will have to make the decision, and please advise me of the result.

L. W. Rulien
Division Engineer

LWR:fb
cc D. J. Barbee
F. D. Morgan
D. R. Rumbolz

Routing 2

Morgan
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FORM E-80-X (12-67)

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
September 16, 1969

To: Mr. L. W. Rulien
Division Engineer
BUILDING

SUBJECT: Suggested Water & Sewer System Handling
Alder Creek-Wildwood Section
Mt. Hood Highway
Clackamas County

On subject section of highway we will encounter seventeen or more separate water or sewer systems which will need to be adjusted or relocated. They differ from the norm in that there is no formal organization, such as a water district would have, that one can deal with. The types of systems run the gamut from two or three party users with no apparent use or maintenance charges, to 15 or 20 user systems on a "share-the-cost" basis.

I believe it would be extremely difficult to try to handle relocation of these systems through utilities liaison efforts, since we would be dealing with individual persons, or at best a very loose-knit type of organization.

May I suggest that: (a) we perform all of the necessary water and sewer system relocation work as contract bid items, at 100% State's cost, and (b) Right-of-Way section incorporate this concept into their negotiations for each affected property.

Attached is a study of the various systems that we have knowledge of at present. This information was derived from a variety of sources; discussions with R/W agents, mapping by Resident Engineers, search of old permit files, conversations with some of the residents on this section of highway, etc. While it is not an in-depth report, I believe it is representative of conditions on this section, and will show the thinking behind the above recommendation. The basic intent of this study is to show that it would very probably cost the State more, in terms of both time and money, to establish a proper separation of costs, than it would to assume 100% of the costs, and do the work as contract bid items.

If you concur in this thinking, would you please take the appropriate action.

Dick Rumbolz
Dick Rumbolz
Field Utilities Liaison Engineer

DHR/nal
Attach: Cost Study
cc: T. J. Litchfield
L. C. Grothaus

INDEX

Item	Page
Cost Study (individual systems)	1 thru 17
Summary of Estimated Costs	18
Advantages of State's Contractor performing work as bid items	19
Disadvantages of Handling as Utility Liaison Work	20

September, 1969
COST STUDY - WATER SYSTEMS REVAMP
ALDER CREEK - WILDWOOD SECTION

Sta. 471) 1½" water) Owned by Morlan - lives in the area --
& 482) 2" water) two lines together serve perhaps 18 users.

Fed from springs on S. side of highway
1½"--will be under future embankment

200 ft. of conduit needed = $400
260 ft. of 1½" pipe = 390
TOTAL $790

$$\left(\frac{\$790}{260} = \$3.03\right)$$

non-reimbursible 60 feet = 180
reimbursible = 610

210 ft. of 2" pipe = 420
180 ft. of conduit = 360
TOTAL $780

$$\left(\frac{780}{210} = 3.70\right)$$

non-reimbursible 60 feet = 220
reimbursible = $560

Sta. 498 -- 3/4" water line crossing. Community system serving about 10 users. Everyone contributed time and money to build system. People chip in when repairs are needed, so no charge, or rate, system in effect. More or less spearheaded by Mr. Cantril, who is sole user on north side of highway. Right of way acquisition will take Cantril's house, but they have remaining property which may need water at some time in the future, so think it would be best if we planned to re-establish water, or at least installed conduit for future water pipe. Highway construction may also sever some service connections on south side of highway, so may have to deal with two or more other people separately.

Crossing covered by permit No. 3211, dated 1950
Pipe is mostly in proposed cut area.

200 ft. of 3/4" pipe	=	$150
150 ft. of conduit	=	300
		$450

$\frac{450}{200}$ = $2.25

60 ft. non-reimbursible	=	$135
140 ft. reimbursible	=	315

Sta. 499 ± -- 1¼" water line in creek bed. Permit #(none given) to Henry Neels dated 5/21/46. Right of way agent Rossman believes this to be a Water District.
No other info at this time.
Line should be lowered or protected from right of way to right of way because of probable changes in stream bed due to bridge construction, etc.
Should not need conduit, as bridge will serve purpose.

200 ft. of 1¼" water line = $250

60 ft. non-reimbursible = $ 75
140 ft. reimbursible = $175

Sta. 501 ± -- South side of highway -- Cesspoll 8 feet in diameter, 20 feet deep. Used by 6 or 8 properties. Easement rights reserved in deeds 602-193. Cesspool itself shows on utility map as being just outside of proposed right of way taking. However, suspect that affluent lines may extend into, or cross, proposed right of way.

Not enough info to make estimate of costs.

Sta. 528 ± -- 1¼" water pipe crossing. Permit No. 3593 dated December 22,1952 to Chapel of the Hills. No other info at this time.

In proposed cut area. Roughly 330 feet of line to relocate. 150 feet of conduit.

330 feet 1¼" pipe = $420
150 feet conduit = 300
720

$\frac{720}{330}$ = $2.20

60 feet non-reimbursible = 130
270 feet reimbursible = $590

Sta. 565 ± -- 3/4" water line crossing highway in culvert, Bishop is user on N. side of highway. No other info at this time.

Cut and fill section --

250 ft. of 3/4" = $190
140 ft. conduit = 280
$470

$$\frac{470}{250} = \$1.90$$

60 ft. non-reimbursible = $110
190 ft. reimbursible = $360

Sta. 582 ± -- 1" water line crossing highway. Two users on each side of highway. Communal type cost system. Vested water rights. Easement recorded in Book 285, page 163. Sweeney is person to talk to.

Cut on south, fill on north side of highway.

150 ft. 1" water	=	$150
120 ft. conduit	=	240
		$390

$\frac{390}{150}$ = $2.60

60 ft. reimbursible	=	$160
90 ft. non-reimbursible	=	$230

Sta. 583 ± -- Water line crossing. Source: springs on southerly side of highway. No other info available at this time.

Relocation or lowering necessary due to cut section.

Assuming 1" size:

180 ft. of 1" water	=	$180
140 ft. of conduit	=	$280
		$460

$\frac{460}{180}$ = $2.60

60 ft. non-reimbursible	=	$160
120 ft. reimbursible	=	$300

Belongs to McNaught

Sta. 591 ± -- 4" water line crossing highway. Serves 3 or 4 users on south side and perhaps 15 to 20 users on north side. Right of way agent Brindley thinks that McNaught does not charge the various users. Do not know about maintenance costs. This line was originally the water supply line for the Mt. Hood Lumber Company (north side of highway), which sold to McNaught sometime in the 1920's.

Cut on S. side, fill on N. side of highway.

200 ft. of 4"	=	$800
120 ft. conduit	=	$240
		$1,040

$\frac{1,040}{200}$ = $5.20

60 ft. non-reimbursible	=	$310
140 ft. reimbursible	=	$730

Sta. 602-610 -- 1½" water line paralleling highway on N. side. Appears to serve two users. No other info. Primarily in cut area.

200 ft. reimbursible	=	$300
600 ft. non-reimbursible	=	$900

Sta. 610 ± -- 1½" water line crossing highway. Leads to spring on S. side of highway. Easement recorded in Book 279, page 749. Serves roughly 20 users, principally on N. side of highway. The man in charge is Mr. G. Dodd, a Highway Department employee. Mr. Dodd lives on north side of highway, owns some houses that also use this water.

Understand that he does not charge for water.

In cut section of proposed highway

200 ft. 1½" water line = $300
100 ft. conduit = $200

$\frac{500}{200} = \$2.50$

60 ft. non-reimbursible = $150
140 ft. reimbursible = $350

$500

Sta. 632 ± -- Well and water line just within cut slope lines. No other info at present.

Not able to make cost estimate, but any work would be 100% reimbursible.

Sta. 642 -- Water line crosses highway. Presently unserviceable. Motel uses water on s. side. No other info.

Assuming 1" line:

150' of 1" water	=	$150
100' of conduit	=	$200
		$350

Reimbursible - $350

Sta. 660 -- 1½" water line belonging to Jack Collier crosses highway. Roughly 20-25 users, some on each side of the highway. No info on type of organization or method of charging.

Relocation work is in area of embankment at bridge end

600 ft. of 1½" water line	=	$900
* 200 ft. conduit	=	$400
		$1,300

Reimbursible = $1,300

* Conduiting could be avoided by relocating under highway structure.

Sta. 670 -- (Info from right of way agent McEldowney) Water system with 13 users, some on each side of highway. Will not allow more users. Used to operate on a monthly charge basis, but large reserve at present precludes charging. Probably Mrs. Woodle collects charges. Person to talk to is Mr. Hill, Realtor in area.

Not enough info to make estimate of costs.

Sta. 764 ± -- 1½" steel water line crossing highway. No other info -- believe it may be part of "Mountainair Park" water system.

170 ft. of 1½" water line	=	$255
100 ft. conduit	=	$200
		$455

$\frac{455}{170}$ = $2.70

60 ft. non-reimbursible	=	$160
110 ft. reimbursible	=	$295

SUMMARY OF ESTIMATED COSTS

Station		Non-reimbursible		Reimbursible
471 &		$ 180		$ 610
482		220		560
498 P		135		315
499 P		75		175
501	(cesspool)		(no est.)	
528 P		130		590
565 ✓		110		360
582		230		160
583		160		300
591		310		730
602-610		900		300
610		150		350
632	well & water line		(no est.)	
642		0		350
660		0		1,300
661	Septic Tank		(no est.)	
670	Water System		(no est.)	
764		160		295
	TOTALS	$2,760		$6,395

ADVANTAGES OF STATE'S CONTRACTOR PERFORMING WORK AS BID ITEM

1. Avoid delay in contract letting.
   Negotiations, correspondence, agreements, etc., with 17 different entities (or more) would not be completed in time for the January letting.

2. Avoid delay during construction.
   Individuals fail to live up to promise as to when they will accomplish the work.
   Our contractor would be better able to do the work because of availability or men, equipment, and materials.

3. Aviod claims by contractor because of delay or because of damage to roadway caused by water line breakage, as it would be the contractor's responsibility.

4. Avoid conflict between operations of water system owners and our contractor. Timing would be completely in the hands of our contractor.

5. Save paper work.
   Having bid items would save time and money in one of two ways:
   (a) By eliminating the preparation of 17 or more separate State Force Orders and all of the inherent submittals, approvals, utility diaries, billings, invoices, etc., which would be the case if the utility owners were to do the work themselves.

   (b) By eliminating the negotiation for and preparation of an Extra Work Order or Price Agreement, which would be the case if our contractor did the work and there were no provisions in the bid.

6. Avoid delay when unanticipated work crops up.
   Undoubtedly we will encounter more water lines during highway construction than are shown on the plans. Trying to uncover the rightful owners and coming to agreement with them would delay contractor unnecessarily.

DISADVANTAGES OF HANDLING AS UTILITY LIAISON WORK

1. Excessive time required.
   Besides normal dealings with electric and telephone companies, this would involve dealing with an additional 17 or more entities. Each of these would be at least as difficult, (or maybe more so) to deal with as a regular utility, since there is no office, no organization that you can come to grips with. Obtaining written response is especially difficult.

2. Cost.
   If handled properly, there would be the following requirements:

   a. Contact with owners to verify location, size, extent of conflict, etc.
   b. Report of conflicts.
   c. Legal letter to owners
   d. Preparation of cost estimate by owner
   e. Research for documentation to establish eligibility for reimbursement, and submittad to utilities attorney.
   f. Processing of estimate.
   g. Review of documentation by utilities attorney.
   h. Letter of approval of estimate, and go-ahead to owners.
   i. Utility diaries
   j. Processing of billings.

   Considering the above, it could cost as much as $300 for utilities liaison with each group. Projecting this figure, 17 X 300 = roughly $5,000. This would be twice as much as the estimated cost of doing the non-reimbursible work. In other words, it would probably cost less to have our contractor do the work (at our cost) than it would to establish that the work was non-reimbursible.

3. Conflict with efforts of Right-of-Way agents.
   Utilities section cannot answer the questions that the people are most interested in, i.e., land prices, damages to remainders, etc. Also, a general rule of thumb in R/W dealings is "the fewer contacts, the better". If we begin involving the individuals in utility relocation problems, it would only add to their worry and concern, and leave them less kindly disposal to amicable settlement.

RECEIVED
JUL 11 1969

FORM E-90 50M 7-64 SP*6229-734

FRF 156(19)
7343

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1969

SUBJECT:

To: Memo to File

The Commission considered the following items prior to and following the regular Commission meeting on this date:

(1) They stated they had no desire to make claim for the $20 per diem as authorized by the last Legislature.

(2) Due to prior commitments, they will be unable to participate in the Parks Advisory Committee tour scheduled for August 7 to 9.

(3) Stated they would not concur in any changes in the approved locations for the Mt. Hood Highway at Brightwood or the Oregon Coast Highway at Lincoln City.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Lloyd P. Shaw
Tom Edwards
F. B. Klaboe
Victor D. Wolfe

Vern Skeeg

14

RECEIVED
JUN 24 1969
FOR FILING
E-RF-156(17)
7343

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 19, 1969

1878

Mrs. Judith Chaimov
Post Office Box 32
Brightwood, Oregon 97011

Dear Mrs. Chaimov:

With regard to the proposed highway location in the Brightwood area, I do not think that I can offer anything in addition to what has been said. At times the Highway Commission must make decisions that are not acceptable to everyone concerned. They do not act in a high-handed or arbitrary manner and do not make decisions until they weigh all of the facts involved. Also, they do everything within their power to extend courtesy to everyone.

I have checked with the Highway Department relative to your understanding that the existing highway through Brightwood would be used as a westbound route, with the new location for eastbound traffic and find that it is just as you stated--rumor. The Highway Department has not had, nor does it now have any plans for this type of construction.

Sincerely,

Governor

TM:wd
bcc: Forrest Cooper

RECEIVED
JUN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Verbatim

COPY

NOTED
FORREST COOPER

Brightwood, Oregon

June 10th, 1969

Gov. Tom McCall,
Office of the Governor,
State Capitol Building,
Salem, Oregon - 97310.

NOTED
R. L. PORTER

Porter

Dear Sir:-

Please refer to our exchanges, yours of May 26th, relative recent petition signed by Brightwood residents regarding the proposed Mt. Hood Highway in the Brightwood area.

As you point out, and we are aware, their (State Highway Commission) meeting was held on February 7th, 1967; and the highway proposal was presented. At that time it was unsatisfactory to Brightwood residents and it still is unsatisfactory. The meeting was held in the Wemme school and involved a great number of people not directly affected by the new highway but having monetary interests.

Since the proposals of 1967 it is understood that the State Highway Commission now intends to utilize the existing highway through Brightwood as a westbound route and cut a new eastbound route through the area directly opposite Brightwood. This bit of information is I'm afraid a rumor in that the State Highway Department has not seen fit to advise the residents being affected and accordingly have staked out properties without resident approval.

I'm sure you'll agree that the Highway Department's attitude on this matter is a bit high-handed but apparently they operate autonomously if my replies from Messrs. Packwood and Wyatt are any indication. With such an arrangement to whom is the private citizen to go? What recourse have we when our homes are to be disrupted or destroyed?

Hoping you'll find an answer to this plight or that you'll be able to instill some courtesy and judgement into the State Highway Department, I remain -

Respectfully yours,

Judith Chaimov,
P. O. Box 32,
Brightwood, Ore. 97011.

RECEIVED
JUN 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 1969
FOR FIL

Const
R/W
Mt Hood
Spec

1859
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 26, 1969

1878

Mrs. Judith Chaimov
Post Office Box 32
Brightwood, Oregon 97011

Dear Mrs. Chaimov:

Reference is made to the recent petition signed by some 38 persons which was directed to the State Highway Commission with a copy to my office. The petition concerned the proposed improvement of the Mt. Hood Highway in the Brightwood area. This reply will be for the Highway Commission as well as myself.

As you may recall, a public hearing was held on February 7, 1967, which had to do with the improvement and modernization of the Mt. Hood Highway between Alder Creek and Zigzag. The purpose of the hearing was to afford any interested party the opportunity to express his opinion or preference for or against the proposal.

The Highway Commission has for some little time been strongly urged by local civic groups, legislators, local governmental officials, and others to modernize the Mt. Hood Highway at the earliest possible time. Because of the demand, the Commission has prepared a design and is proceeding to acquire right-of-way. Before approving the design, the Commission took into account all testimony offered at the hearing, what is required to provide a safe, modern highway, and what effect the proposal might have on adjacent property, the local community, and the highway system as a whole.

It was the Highway Commission's judgement that the improvement should follow the existing alignment except for the area directly opposite Brightwood. In this location, widening the existing facility would result in inferior alignment and would be disruptive to quite a few properties abutting the existing road.

Your Highway Commission is very much aware, as am I, that any proposed highway improvement will not be completely acceptable to every person involved. This is the reason for holding public hearings and for weighing all facets connected with any improvement before it is undertaken. I am convinced that the Commission is doing the best job possible to provide us with a modern highway system which at the same time will have the least adverse effect on local property and individuals.

COPY

NOTED
FORREST COOPER

As required, the Commission fully intends to compensate anyone whose property must be acquired for this project in an adequate manner based upon fair market value. Also, where only a portion of an individual's property might be necessary for right-of-way, the Commission will take into account any damages that this acquisition might have on the remainder, this being in addition to the market value of the taking itself.

If you have any further questions or need detailed information, a letter to the State Highway Engineer in Salem will have his prompt and courteous attention.

Sincerely,

Governor

TM:ma

bcc: Forrest Cooper

RECEIVED
JUN 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1969
[illegible]

Const
R/W
Mt Hood

Spec

May 14, 1969

Mrs. Judith Chaimov
P. O. Box 32
Brightwood, Oregon 97011

Dear Mrs. Chaimov:

This will acknowledge receipt of a petition signed by 38 people for a hearing and that Highway 26 between Alder Creek and Wildwood be improved along the existing highway.

A public hearing was held on the Alder Creek-Forest Boundary Section on February 7, 1967, in Wemme.

Your petition is being forwarded to the State Highway Engineer for his information.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc Forrest Cooper

PETITION TO STATE HIGHWAY DEPARTMENT

To the Honorable Commissioners of the Oregon
State Highway Commission

Gentlemen:

The undersigned residents and citizens hereby petition for a hearing on and a determination that highway 26 between Alder Creek and Wildwood located in Township 2 So., Range 6E and 7E, Clackamas County, Oregon, be widened and straigntened along the existing highway and not be diverted from the existing roadway. It is our belief that another highway will add additional scars to the existing beauty of the area, disrupt property, homes, families and businesses which have existed for long periods of time, and unduly increase the costs of the overall project.

We believe that the property owners along the present highway 26 have adjusted to the existence of the highway and in fact in many instances have improved their property to meet the needs of the traveling public. These improvements will of course be a total loss if the highway is moved. Furthermore, we believe that widening and straightening along the existing right of way would cost substantially less money and provide a highway of utility, beauty and service without disrupting the lives of the local residents who have built up the area.

NOW THEREFORE, we petition you to make such a determination and to hold hearings so that our views may be further expanded and further amplified.

Name	Address
Gene R. Warren	P.O. Box 77 Brightwood, Ore. 97011
Judith Chaimov	P.O. Box 32, Brightwood, Ore. 97011
Louis Sifert	P O Box 105, Brightwood Ore. 97011
Farney Buchanan	Rt Star Sandy Ore

JUN 20 1969

EKF-156(9)
7343

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 17, 1969

In reply refer to: 08-35.7/411.41

Moehring

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Replacement Housing Payments - Occupancy Requirements
File 33085, Krugen

Your inquiry requests advice as to what constitutes occupancy of a dwelling under Section 506 of the Federal-Aid Highway Act of 1968.

The Act, as you know, states simply, "...dwelling actually owned and occupied by the owner...." Neither the law nor IM 80-1-68 provides any additional clarification or interpretation as to what constitutes occupancy as contemplated by the law. Our Washington office interprets that phrase in the law to mean the principal residence of the occupant. This would eliminate summer cottages and the like.

It appears to me that the intent of the occupant has a major bearing on the status of the occupancy. If the occupant uses the residence in a transitory, temporary, or occasional manner then the dwelling could not meet the test of being the principal residence.

The time spent at the dwelling would have bearing on the intent, but need not be the controlling criteria. By the same token, legal residence would have little, if any, affect on the final determination.

In the instant case, the facts as they were reported to me are as follows:

1. The Krugens purchased the property in 1956 and occupied it continually for about 2½ years. Mr. Krugen commuted to Portland.

2. About 1½ years ago the Krugens rented a furnished apartment in Portland to reduce the commuting time.

3. The home at Wemma has been maintained as a residence and is used weekends, holidays and during vacation times.

Orig 4 mailing
6-19-69

(more)

6-20-69
Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4. The Krugens will give up the apartment and live full-time at the Wemma residence in 1970 when Mr. Krugen retires.

5. The intent is to maintain the Wemma dwelling as the main residence even though more time is actually spent in the furnished apartment.

With the above given facts it is my finding that the Krugens would be entitled to the replacement housing payment if otherwise eligible. My concurrence is given because of the particular circumstances involved with this relocation--the temporary nature of the apartment house rental, the continued maintenance of the Wemma residence with the obvious intention of keeping it as the primary dwelling.

This is one of those gray areas and I have decided it in favor of the relocatee. This does not mean that the same decision would apply to all other part-time occupied dwellings. Each case would have to be reviewed in this same manner, tempering the decisions with good judgment.

RECEIVED
JUN 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 5 1969
FOR [illegible]

E-RF-1561 191
7343

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 27, 1969

Mr. Lloyd V. Karker
Post Office Box 64
Brightwood, Oregon 97011

Dear Mr. Karker: I have your May 10 letter concerning the proposed improvements on the Mt Hood Highway in the Brightwood area.

Your Highway Commission has been under heavy pressure for several years to continue the four-lane section of the Mt. Hood Highway easterly of Alder Creek. Requests have come from residents, governmental officials, chambers of commerce, legislators, and others. Available financing has precluded the requested construction, but the Commission some time ago held a public hearing, has prepared a design, and is proceeding with right-of-way acquisition.

It is most difficult to locate and design a modern highway facility without causing some disruption and personal inconvenience. When an individual's property is involved, the Commission will do everything within its power to see that the property owner is compensated not only for the area needed for right-of-way but also for any damages to the remaining property that the acquisition might cause.

In the present instance, the location was planned so as to avoid as many improvements as possible and while it apparently is not acceptable to you, it does not actually take your house or those of any of your immediate neighbors.

I am indeed sorry that you have received conflicting information from Highway Department personnel, but if you have some general or specific question in mind, an inquiry to the State Highway Engineer in Salem will receive prompt and courteous attention.

Sincerely,

[illegible]

Governor

TM:ma

bcc: Forrest Cooper

COPY

NOTED
FORREST COOPER

RECEIVED
JUN 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ARKER TO HWY 5/16

P. O. Box 64
Brightwood, Ore. 97011

May 10, 1969

Hon. Governor Tom McCall
State Capitol Building
Salem, Oregon

Dear Governor:

I refer to your letter dated April 16, 1969 addressed to Mrs. O. E. Elliott of Brightwood, Oregon regarding the proposed new routing of U.S. Highway 26 through the Brightwood, Oregon area.

I have read the above letter with an alarmed feeling of disbelief and anger. Obviously the State Highway Commission has failed to give you all the facts (as they have to us in the area thus far) or you have chosen to exclude them from your letter.

What you have stated in your letter is generally true as it pertains to the proposed highway route right-of-way itself. However, the combination of the right-of-way and the related 40 foot access road along the Salmon River side cuts heavily into our private property, destroying natural trees, vegetation and other ground improvements as a direct result of the proposed route. It would also result in both a monetary loss in property values and scars to the natural beauty of a long established residential and recreational area for the property owners. Also, on the north side of the proposed route near the Salmon River, we certainly do not need a 40 foot access road to serve three homes.

The Country Club area is one of the finest river frontage and natural woods areas of permanent and summer homes in the entire Hoodland Recreational Area, developed over a period of 50 years or more, unadultered by highway scars, noise, litter, polluted air, etc. Now the State Highway Commission would see fit to cut a big swath right through the middle of it, falling trees, cutting through high river banks, and surrounding low income and retired people's homes and others with high road beds and highway fills, etc.

Residents of the area in question have followed the Highway Commission plans closely during the past several years as they developed. We have been told so many conflicting stories by the Commission people it isn't funny! I can think of no other branch of the State of Oregon government with a worse public relations image, certainly none with such final confiscatory powers!

As you have stated, the proposed new highway route in question would lie immediately south of homes along the river. It does not, however, avoid these homes or the homes on the north-south road a short distance west of the Elliott home nor does it avoid certain homes on the south side of the proposed route according to recently placed STAKES by highway department surveyors. It does avoid taking out these houses concerned, but both the houses and the relatively small parcels of land on which they are situated are these people's "homes", of which I am one. What the highway department apparently failed to tell you is that the combination of the highway right-of-way and access road would cut through front yards as much as 40 to 50 feet, taking out natural fir and cedar trees, landscaping, etc., and leaving us with a high filled highway bed at our front doors, not to

MAY 16

mention all the beer cans, bottles and other litter constantly tossed from passing motorists and the noise and air pollution involved.

Two of the homes on the south side of the proposed route are owned by elderly widows on very low fixed incomes. They would be left in a "hole", one looking up at a 10 foot high bank on one side and the other on both the front and one side of their homes. As a result, their properties become greatly reduced in value thus depriving them potentially of needed future cash. Similar results would occur, to a greater or lesser degree, to other property owners in the Country Club community. Regarding the home at the end of the access road north of the proposed highway, true, this house would not be taken out. This is a pity, as they will be left with practically no yard space and will be looking up at an 18 foot (or more) high roadbed fill from their front door and which will come within six feet of their house. How can you honestly say that all this is "avoiding homes"?

All of this is really so unnecessary if all factors were properly and realistically considered. We do not deny the need for an improved highway through the Brightwood area but we also feel that such factors as (1) minimum cost, (2) minimum damage to scenic beauty, (3) minimum damage to secluded residential and recreational areas of long standing, (4) future potential deterioration prospects for affected areas and (5) safety features, should all be carefully considered.

The proposed route here concerned is only a two-mile stretch where it departs slightly from the existing route. At no time within this two mile stretch will it be more than a quarter of a mile away from the existing route. As nearly as we have been able to determine, the proposed route will shorten the total distance no more than a hundred yards, if at all.

Approximately two years ago we were told by the State Highway Department it would be less expensive to go the new proposed route, which was questionable in our opinion. When the Federal Government subsequently cut back on available funds for highway construction, we were then told that following the existing basic route would be less expensive, due primarily to heavy costs involved in the construction of the new bridge, the angle of approach to the Salmon River, cutting through the very high bank on the eastern side of the river and the filling and grading of the highway bed approaching the river bridge from the west side of the river, all involved in the proposed route. Then when the Federal Government restored the necessary highway construction funds, we were again being told that the new proposed route might be the cheaper.

Most of the homes and small business concerns along the existing highway route are currently there by choice. Many of these are now rundown, and in some cases, eyesores as the result of normal deterioration that inevitably takes place along most highways. Some of these people would have little if any objection to being taken out, or relocated at reasonable cost, by widening and straightening the existing route for this two-mile stretch. Abandoning this old existing route entirely will cause it to deteriorate faster into an ultimate slum area. If the proposed new route is authorized, one can see the lovely Country Club community gradually deteriorate as the people gradually move out and the area gives way to service stations, beer taverns, hamburger joints, etc., thereby compounding our problem of scenic destruction and eyesores along our highways. It just does not make good sense and would be indicative of the lack of forward planning. And we call this progress?

Such things are frustrating to the American public and it is no wonder that our idealistic youth of today are rebelling against the so-called "Establishment", of which this is just one of the many things they are rebelling against. I can not condone their tactics but one can readily understand many of their reasons or causes. The public is simply becoming tired of being pushed around and harassed by the constantly increasing cold, restrictive and all-powerful governmental bureaucracies, including the highway department.

I do not know what influence you may have, if any, over our State Highway Department, and I know you are an extremely busy man. However, I would invite you to read the article "Let's Put the Brakes on the Highway Lobby" which appears in the May, 1969 edition of Reader's Digest. It may give you some "food for thought" from the public's point of view.

I do urge you also to give we people in the Country Club community due and just consideration regarding the two-mile stretch of proposed highway routing.

Respectfully submitted,

Lloyd V. Karker

Lloyd V. Karker

RECEIVED
MAY 14 1969

Conf. with Mr Hood

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 12, 1969

Mrs. O. H. Elliott
Box 404
Brightwood, Oregon 97011

Dear Mrs. Elliott:

As suggested, I have once again contacted the State Highway Department about its proposal for improving the Mt. Hood Highway near Brightwood. The Highway Department selected this location after careful study of all feasible alternates and after consultation with the local governmental officials involved.

No highway can be constructed which solves all problems or satisfies everyone. This particular section is, I know, closer to your house than you would like to see it. The edge of the main highway shoulder is, however, more than 150 feet from the nearest part of your house. To move it further away would result in closer encroachment on some of your neighbors' property.

I am indeed sorry that I cannot offer you more encouragement, and I hope that when the new facility is finished, you find that the problem it creates is not as severe as you now contemplate.

Sincerely

Tom

Governor

TM:mj
bcc:
Highway

NOTED
FORREST COOPER

COPY

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

TYPED FROM ORIGINAL
fn

3789

April 25, 1969

Klaboe
Draft Please

The Honorable Tom McCall
Governor's Office
Salem, Oregon

Dear Governor McCall:

Thank you for your letter of April 15, 1969, advising me our house will not be taken by the proposed highway. I can look out my front door and see the highway steaks across the middle of my yard which will be a road into my neighbors. I consider my yard part of my home and certainly an access road on the inside of the front hedge does intrude on my home. The Highway Department is correct in advising you they will not take my house, but they do ruin the beauty of our home.

We moved to this quiet area after having our Portland home ruined for us by traffic. We had purchased that home on a quiet street only to have the street become a thoroughfare. One car crashed into our breakfast nook, another tore up our front yard. Our sleep was disturbed night after night by noisy traffic. Is this to happen to us a second time? If this proposed highway is constructed, we will have highway on two sides. The old highway about a quarter of a mile away and the new one taking part of our front yard and all of a lot. Instead of looking out on trees and hills, we shall be looking on a towering fill, beer cans, and pop bottles.

I do not question the highway needs improvement but I do question the way it is being done. Surely those who have homes on the back roads should not be intruded on as is being done by the proposed highway. By choice, we live in peace and quiet. The song of the river is a sound, we chose to hear rather than the noise and smell of a highway. I am sure you have heard these same discussions time and time again, but the highway is spoiling a residential area in a way we want to see avoided. When a highway cuts across as many river front properties as this one is doing, I cannot help but question the actions of the Highway Department.

As you say in your letter, "every effort is being made to preserve the beauty of this area and to avoid taking existing homes". Is every effort being made by the Highway Department? I know you want it to be, so I beg you Mr. Governor to make sure this is so.

Thank you for your time and consideration in looking into this for me.

Yours very truly

s/ Tacy M. Elliott

O.N. Elliott
Box 404
Brightwood, Oregon 97011

RECEIVED
APR 18 1969
FOR
Forrest
Pld
Mt. Hood

Sp

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 15, 1969

Mrs. O. N. Elliott
Box 404
Brightwood, Oregon 97011

2800

Dear Mrs. Elliott:

I have been advised by the Highway Department that your house will not be taken by the proposed highway construction and your access will be very similar to what it is now.

The proposed new highway will lie just south of your present access road and thus will avoid the existing homes along the river and will also avoid the home on the north-south road a short distance west of your property. In order to do this, it will be necessary to relocate your present road a short distance northerly to serve your property and your neighbor on the east. This road will end at your neighbor's property. A frontage road will also be built along the south side of the highway to connect this access road back to the north-south road to serve the other properties along the river.

It is regrettable that any of the natural setting must be disturbed in the construction of the highway; however, every effort has been made to preserve the beauty of the area and to avoid taking existing homes while improving the highway to the standards needed to handle the ever-increasing traffic load.

Sincerely,

Governor

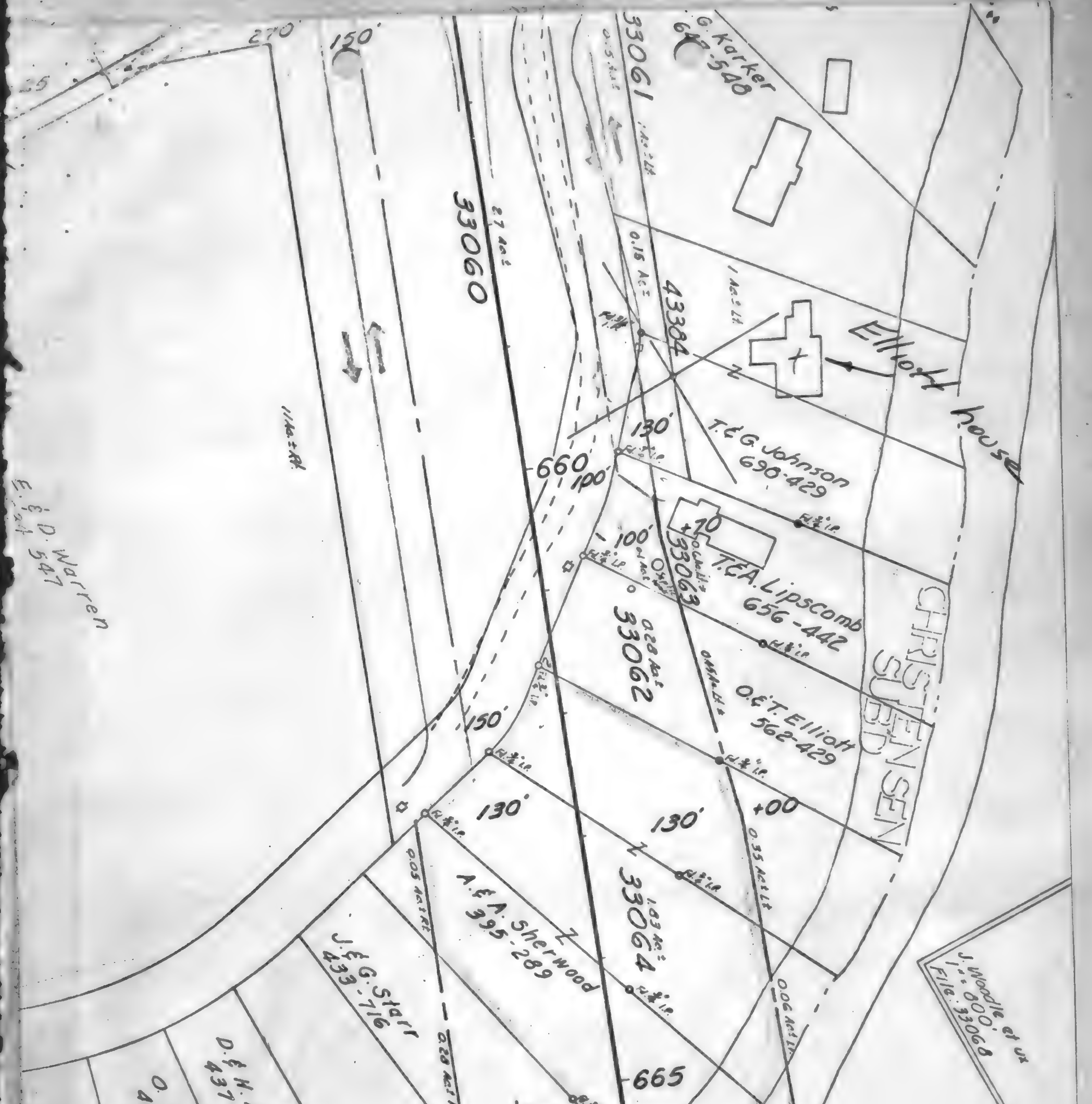
TM:ma

NOTED
R. L. FOSTER

bcc: Forrest Cooper

RECEIVED
APR 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COPY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G. Karker
6?-548
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43384
Elliott house
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T.&G. Johnson
690-429
660
100'
+10
100'
33063
T.&A. Lipscomb
656-442
33062
0.28 Ac.±
CHRISTENSEN
SUBD
O.&T. Elliott
562-429
150'
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0.33 Ac.± Lt.
A.&A. Sherwood
395-289
33064
1.03 Ac.±
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J.&G. Starr
433-716
D.&H. Marks
437-361
O. Clark
437-186
665
33066
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E.&D. Warren
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RECEIVED
APR - 1 1969
DESIGN
DIVISION

-8640

ELLIOTT TO HWY 3/27

March 26, 1969

The Honorable Tom McCall
Governor's Office
Salem Oregon

Dear Sir -

I am writing you concerning the loss of our home. Knowing of your love for the outdoors, you will understand my feelings, and try to do something to help me save the beauty of our home.

There is to be a new stretch of highway from Alder Creek to Zig Zag on the Mt. Hood Highway. We who live in this area drive it nearly everyday are cognizant of the fact that the highway is badly in need of improvement. We only plead with you not to let the highway spoil the beauty of our homes in the process — if it can be helped.

We live at Brightwood on a back road called Country Club Road, along with families that are retired, or the husband commutes to town, or those who come for the week-end. Some of the homes face on a beautiful clear water river — the Salmon River. We love our trees, the birds and animals in our yards, the song of the river, the clear skies, and the clean fresh air. The working husband adds two hours to his day just for the quiet restful atmosphere we have on our back road. Now the highway is to cut across our yards through at least nine of these river front lots. Mine, on our side of the river, I do not know how many on the opposite side. This is a beautiful area. Can you help us save it?

Our home is a solid log construction. The logs cut especially on Bristenbeck Lake and hauled in and hand peeled. It is a unique construction and cannot be duplicated today. The fourth generation is enjoying the beauty of our home and the surroundings. I tell you this only to help you understand the love we have for it, but our home is no more precious to us than the homes of the other people who live in this beautiful secluded spot. Is this to be taken from us?

If the highway can not take another route or follow the old highway, then we will have to accept our loss in the name of progress. But if there is any way to preserve the beauty of the river front. I beg of you to do so

Thank you for your help

yours very truly

Mrs. O. N. (Fay) Elliott

MAR 27 1989

Mrs. O. N. Elliott
Box 404
Brightwood, Oregon
97011

RECEIVED
MAY 26 1969

FOR FILING

F-RF-156(19)
7343

AIRMAIL May 23, 1969

The Honorable Wendell Wyatt
Member of Congress
414 Cannon House Office Building
Washington, D. C. 20515

Dear Wendell:

I have your request of May 20 and the attached petition signed by residents of Brightwood concerning proposed improvements on the Mt. Hood Highway in that area.

Copies of the petition have also been sent to Senator Packwood, Governor McCall, and the State Highway Commission.

For your information, I am attaching a copy of a suggested reply which we prepared for the Governor. If you wish anything further, please let me know.

Your correspondence is returned as requested.

Kindest regards,

Forrest Cooper
State Highway Engineer

Attach.

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
L. W. Rulien

fn sr

RECEIVED
MAY 26 1969

FOR FILING

F-RE-156(17)
7343

AIRMAIL May 23, 1969

The Honorable Robert W. Packwood
United States Senator
361 Old Senate Office Building
Washington, D. C. 20510

Dear Bob:

I have your May 20 letter and the attached petition signed by residents of Brightwood concerning proposed improvements on the Mt. Hood Highway in that area.

Copies of this petition have also been sent to Congressman Wyatt, Governor McCall, and the State Highway Commission.

So that you will be informed re this matter, I am sending you a copy of a suggested reply which we prepared for the Governor.

Kindest regards,

Forrest Cooper
State Highway Engineer

Attach.

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
L. W. Rulien

fn sr

AcK.

PETITION TO STATE HIGHWAY DEPARTMENT

To the Honorable Commissioners of the Oregon
State Highway Commission

Gentlemen:

The undersigned residents and citizens hereby petition for a hearing on and a determination that highway 26 between Alder Creek and Wildwood located in Township 2 So., Range 6E and 7E, Clackamas County, Oregon, be widened and straigntened along the existing highway and not be diverted from the existing roadway. It is our belief that another highway will add additional scars to the existing beauty of the area, disrupt property, homes, families and businesses which have existed for long periods of time, and unduly increase the costs of the overall project.

We believe that the property owners along the present highway 26 have adjusted to the existence of the highway and in fact in many instances have improved their property to meet the needs of the traveling public. These improvements will of course be a total loss if the highway is moved. Furthermore, we believe that widening and straightening along the existing right of way would cost substantially less money and provide a highway of utility, beauty and service without disrupting the lives of the local residents who have built up the area.

NOW THEREFORE, we petition you to make such a determination and to hold hearings so that our views may be further expanded and further amplified.

RECEIVED
MAY 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Name	Address
Gene R. Harren	P.O. Box 77 Brightwood, Ore. 97011
Judith Chainow	P.O. Box 32, Brightwood, Ore. 97011
[illegible] Sifert	P.O. Box 105, Brightwood Ore. 97011
Farney Buchanan	Rt Star Sandy Ore

MAY 14 1969

E-RF-156(19)
7343

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 12, 1969

SUBJECT: Wildwood-Forest Boundary Unit
Alder Creek-Forest Boundary Section
Mt. Hood Highway
Clackamas County

To:

Mr. D. J. Barbee
Design Engineer

BUILDING

Attention Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

NOTED
R. L. PORTER

I am enclosing a copy of the Phase I report we received on the above unit.

The data pertaining to the other unit (Alder Creek-Wildwood) was furnished to Mr. Simpson by this office on November 26, 1968. A copy is enclosed for your records.

The split between these two units will not agree with the survey approvals submitted to the Commission as we are purchasing right of way for the Alder Creek-Wildwood Unit at this time based upon the scheduled project. However, these two enclosures will give you the necessary data for the entire section.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH
Encl.

cc R. E. Simpson /w/ encl.
R. L. Porter
F. B. Klaboe
Victor Wolfe
Floyd Query
G. E. Rohde
D. J. Barbee /w/ encl.
H. S. Cox
R. L. Schroeder /w/ encl.

RECEIVED
MAY 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Abandonment #189

RECEIVED
MAY 21 1969
FOR FILING

E-RF-156(19)
7343

April 25, 1969

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George D. Poppen
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of a throughway-abandonment agreement pertaining to the construction of the Alder Creek-Forest Boundary Section of the Mt. Hood Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(agreement conformed)

RECEIVE
APR 1[illegible] 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 14, 1969

In reply refer to: 08-35-EC/400.1

copy 'No Hearing' file

E-RF-156(19)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

73413

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

Walsh

SUBJECT: Oregon Project F-156( )
Alder Creek-Forest Boundary Section
Mt. Hood Highway
Public Hearing Status

We concur that no additional public hearings are required on the subject project as the hearing, which was held on February 7, 1967, adequately covered major design features.

We are deferring design approval until we receive the Study Report required by Paragraph 10 of PPM 20-8.

4-16-69

REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
APR 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 8 - 1969
FOR FILING

F-RF-156(19)
7343

April 7, 1969

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the April 22 meeting a throughway-abandonment agreement pertaining to the construction of the Alder Creek-Forest Boundary Section of the Mount Hood Highway in Clackamas County.

A portion of this proposed project will be constructed on new alignment to bypass the community of Brightwood and the section bypassed is to be eliminated from the state highway system. Clackamas County has agreed to accept jurisdiction of the existing route.

The agreement generally provides for the State to prepare the plans, acquire the necessary right-of-way, and supervise construction of the project including reconstruction of county road connections. Provisions have also been made for the closure of certain roads and the relocation of utility facilities.

The project is tentatively scheduled for bid letting on December 18 at an estimated cost of $3,325,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
H. S. Cox
L. W. Rulien
(County-City) fn

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APR 2 - 1969
FOR FILING

F-RF-156(17)
7343

April 2, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97310

Project No. F-156( )
Alder Cr.-Forest Boundary Section
Mt. Hood Highway

Dear Sir:

We hereby request your concurrence that no additional public hearings are required on the subject project; and also your approval of the location and design.

The public hearing was held on February 7, 1967 for this section and a copy of the transcript was submitted to your office on February 28, 1967. We contend the hearing adequately dealt with design issues relating to major design features to allow you to concur that a design hearing for the project according to PPM 20-8 par. 6d(2)(b), will not be required.

The purchase of right of way is being accomplished as a State project with State funds, and the right of way descriptions have been prepared and submitted to the field for appraisal and negotiation. Approval for the Phase 2 relocation report was given in your letter of December 3, 1968.

The proposed throughway agreement has been submitted to Clackamas County for approval and an advance copy has been submitted to your office. Final construction plans are being prepared at the present time.

Based on the above information we feel it is in the public interest to grant the above requests as we are waiting to resume right of way acquisitions.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

cc: F. B. Kjaboe
J. R. Oakes
R. W. Ellison
R. N. Chase
B. Gifford

CL:dg

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DEC 18 1968
FOR FILING

E-RE-15½(19)
7343

NOH item 1
12-17-68

December 16, 1968

Oregon State Highway Commission

Gentlemen:

Federal-aid funds for the ABC System are larger than originally anticipated when Program XI covering the fiscal years 1969-70 was prepared. We will be able to add about $3.5 million to the program.

It is our recommendation that the Alder Creek-Wildwood Section of the Mt. Hood Highway be added. This four-lane section will cost about $3.5 million and is 3.6 miles in length.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
D. J. Barbee
H. S. Cox
C. H. Maison
L. W. Rulien

FBK:srb fn

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DEC 20 196
FOR FILING

F-RF-156(17)
7343

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 16, 1968

The Reverend Carl Gimpl
Post Office Box 548
Sandy, Oregon 97055

Dear Carl:

The Highway Commission approved a location survey between Alder Creek and Wildwood on April 28, 1968, and the action was given some publicity. I am sure that if you direct an inquiry to the State Highway Engineer in Salem, he will be glad to furnish any data that are available.

Easterly of Wildwood, no definite action has been taken, but I anticipate that a survey will be considered by the Highway Commission at its meeting on December 17. If a definite route is adopted at that time, information will be available as to how any specific property might be affected.

The Department is now acquiring right-of-way easterly of Alder Creek, but at this time I can offer no indication as to when actual construction could start. There are perhaps a dozen other urgently needed projects in Oregon that are competitive with the Alder Creek-Zigzag Section, and it is a most frustrating task to select those that deserve first attention. I can assure you, however, that the Highway Commission is very aware of the problem and will modernize this road to a four-lane status at the earliest date that financing will permit.

The very best of the Holiday Season to you and yours.

Sincerely,

Governor

NOTED
R. L. PORTER

TM:bt

bc: Highway Commission

RECEIVED
DEC 18 1968
FFICE OF
HIGHWAY ENGINEER

COPY

GIMPL TO HWY 12/6

P. O. BOX 548 · SANDY, OREGON 97055

MISSIONS · *St. Aloysius, Estacada, Oregon* · *St. Johns, Welches, Oregon*

st. michael's church

Governor Tom McCall
State Capitol
Salem, Oregone

Dear Tom:

I hope you do remember me as having served with you on the Metropolitan Youth Commission in Portland. I hope you also remember I said very little unless I thought it necessary. I am writing to you concerning the Mount Hood Highway between Alder Creek and Goverment Camp, since I am now pastor of Sandy Oregon. Sandy has a mission church at Welches along the Highway. I am writing for two reasons:

1. That stretch of highway as I observe it is a murderous piece of road as it now exists. Immediate widening to four lanes is I believe imperative solely from the moral stand point of safegaurding lifes.

2. Since the Church at Welches would be affected by such action and since we would have to make plans in advance we would like to know what the Highway department is going to do.

You are-now asking why not ask the Highway department? I have. So has the Local Chamber of Commerce of Welches and Zig Zag and so have many interested groups of summer dwellers. We all get no answer. The attitude seems to be "get lost" and "mind your own bussines".

As I said I have two reasons for writing. Morally I feel I must bring to your attention the potential dangerousness of that part of the highway. And as pastor of the Church at Welches I would like to know what to plam for.

I would hope that you would bring this up with the Highway Commission and that some definite information would be forth coming.

Sincerly Yours
Rev. Carl Gimpl
P.O. Box 548
Sandy, Oregon 97055

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DEC 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 12 1968
FOR FILING

E-RF-156(17)

7343

RECEIVED
DEC 11 1968
LEGAL & RIGHT OF WAY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 10, 1968
Portland, Oregon 97202

SUBJECT:
Alder Creek-Wildwood Section
Mt. Hood Highway
Clackamas County

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

RECEIVED
DEC 11 1968
RIGHT OF WAY

NOTED
D. H. MOEHRING

Last Friday I received a telephone message approving appraisal and negotiation for descriptions which are presently in our hands. These descriptions cover R/W Easterly to approximately Sta. 770+00.

Due to the lack of current field location engineering and R/W liaison, we had no definitive information on land service to guide our appraisers. I have discussed this matter with Mr. Rulien, Division Engineer, and he is in agreement that we must have such information as all of this highway up to now has been improved with access limited to location. Mr. Rulien is assigning Resident Engineer, Maurice Payne to work with Liaison Agent, Liechty, to develop this information.

I am passing on this information to you as the proportions of this undertaking, particularly in the area of the unknowns, may radically change any projected timetable in acquiring this R/W. Stated simply, we cannot appraise this line until land service factors are determined; and the total lack of field work on the Alder Creek to Salmon River Section can pose a problem requiring weeks if not months. The Salmon River to Sta. 770 is a new location and I am assuming proper land service to remainders is allowed for in the taking descriptions. However, even on this section I am haunted by the threat of ultimate revisions.

John K. Scott
JOHN K. SCOTT
District R/W Supervisor

JKS:DDB

cc G. E. Rohde
L. W. Rulien

Send a copy to Klaboe.
DHM

NOTED
F.B KLABOE

RECEIVED
DEC 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1968
FOR FILING

FRED STEFANI, Chairman
S. C. ELY, Commissioner
STAN SKOKO, Commissioner

COUNTY OF CLACKAMAS
Board of Commissioners

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON 97045

F-RF-151(17)
7343

RECEIVED
DEC 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

December 10, 1968

Mr. H. S. Cox, Engineer
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

On March 15, 1968, you requested Clackamas County to agree to accepting jurisdiction and control of the portion of the Mt. Hood Highway which would be bypassed by the reconstruction of the Alder Creek-Forest Boundary Section of the Mt. Hood Highway. This Board took the position, at that time, that a complete review should be made of the County and State road system within Clackamas County before any additional State highways are accepted into our road system.

We were informed that the State Legislature had requested the State Highway Department to review the entire road system of the Cities, Counties, and the State; and that the State Highway Department did not wish to discuss this matter until the study was completed.

On November 25, 1968, we were informed by the State Highway officials that if we do not agree to accept the by-pass portion of Highway 26, that we could jeopardize the rebuilding of Mt. Hood Highway.

We feel that the loss of this highway could be damaging to residents of Oregon, and for this reason, we will consent to your request that we accept the by-pass portion of the Mt. Hood Highway.

We are hoping that future problems of the State and County can be resolved in a more equitable manner.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Stan Skoko
Commissioner

Commissioner

RECEIVED
DEC 12 1968
ENGINEER
COUNTY & CITY DIVISION

PW:lvs

Klaboe
Barbee
Rulien
} for your info

NOTED
F. B. KLABOE

RECEIVED
DEC 10 1968
FOR FILING
F-RF-156(17)
7343

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 3, 1968

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for R. A. Mathews
R. H. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-156(--)
Alder Creek - Wildwood Section
Mt. Hood Highway

Moehring

Assistant Right of Way Engineer John R. Oakes' letter of November 26, 1968 furnished for our review and approval a plan to assist displacees to be relocated in decent, safe and sanitary housing. In accordance with Paragraph 7b of IM 80-1-68, we approve your proposed plan.

Approval is with the understanding that an individual study will be made of residential properties to determine the amount of replacement housing additive. An inventory of currently available comparable housing which is decent, safe and sanitary must be developed for use in relocation assistance as well as the determination of the replacement housing additive.

orig to -
Moehring
12-5-68
copy to Young

NOTED
F. B. KLABOE

RECEIVED
DEC 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
1968

F-RF-156(17)

7343

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
R. L. PORTER

November 26, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Alder Creek-Wildwood
Section
Mt. Hood Highway
Clackamas County

Dear Mr. Simpson:

Under the terms of paragraph 7b of Instructional Memorandum IM 80-1-68, we are required to outline our proposed relocation program on any project on which federal aid funds may be expended for either right of way or construction.

We have received a report on the relocation problems and proposed solutions for the above project. A copy is attached. We believe that this report, in conjunction with our new relocation manual which will be submitted to you in a few days, will supply the necessary information so that this project will qualify for federal aid on either construction or right of way if requested.

As stated in the attached report, we do not expect to encounter any unusual relocation problems and we have determined that there is a sufficient number of decent, safe, and sanitary comparable homes in the local market.

As soon as our new relocation manual and forms are available to the field, they will begin to gather the local listings and keep them in a central file where they can be used for relocation and the appraisal of the offerings market.

Other activities associated with IM 80-1-68 will be commenced as soon as we have authority to purchase properties.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

RECEIVED
NOV 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JRO:DH
Encl.
cc R. L. Porter L. H. Young G. E. Rohde
F. B. Klaboe C. H. Maison M. R. Mitchell

FORM E-30 SCM 10-63

RECEIVED
NOV 25 1968
LEGAL & RIGHT OF WAY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 21, 1968

NOV 2[illegible] 1968
[illegible]

SUBJECT:

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

Alder Creek-Wildwood Section
Mt. Hood Highway
Clackamas County

NOTED
D. H. MC[illegible]NG

The second session of the ninetieth Congress passed the Federal Aid Highway Act of 1968, which was signed into law by President Johnson on August 23, 1968.

The 1968 Highway Act makes it necessary to develop a workable relocation program. This narrative report is written to follow the procedures outlined in the instructional memorandum of interim operating procedures 80-1-68 and its supplements.

Many of the things required of the Right of Way Section during the first or conceptual stage of the program were accomplished on this project prior to the passing of the 1968 Highway Act.

This report now attempts to cover any requirements of the first stage not previously accomplished with the regular liaison activity, and to provide a narrative summary of all the relocatee needs on the project and how they will be handled. This will include the matter of other projects in the area affecting the availability of housing, also the amount of lead time necessary to carry out a timely, orderly and humane relocation program.

Individual property estimates are being written on all properties to be acquired. These will be submitted at a later date as a part of the liaison packet covering the entire section.

There are 82 properties presently listed to be acquired on the Alder Creek-Wildwood Section of the Mt. Hood Highway. Of these 82 files, 24 have some type of improvement that will qualify them for relocation assistance. These are listed below by file number and name with some comment as to what is planned in the way of relocation and relocation assistance payments.

32995 - C. & F. Cantril

Mr. and Mrs. Cantril are 75 and 82 years of age and would like to move to an area where they can walk to shopping and be near medical facilities. They have checked Woodburn Senior Citizens Estates.

Their house is a converted cafe and has a combination living and dining room. Kitchen and bath, down, with a sleeping dorm up. The house is very neat and well-maintained; Cantril's main worry is that they will not be able to buy suitable housing for what they will receive for their property. No additive payment is anticipated.

33048 - F. & M. Mulligan

This property is improved with a small, low-cost, residential unit and a mobile home. The taking involves the house which is occupied by a young couple named Jody Harold. The house appears to be a substandard, one-bedroom home with less than 500 square feet of living area. It is estimated that an additive of $30 per month will be required to place this couple in proper housing for an estimated additive of $720.

32993 - H. & M. Grant

Subject is improved with a two-bedroom home which is vacant and is currently listed for sale at $7,950. This is a hardship case. Owner is ill and out of state. No additive payment is anticipated.

33001 - R. & J. Dimick

The taking involves a large house with three bedrooms on the first floor and a sleeping dorm in the attic. Mr. and Mrs. Dimick live on the property, both work in Portland. This 12½-acre property is now listed at $24,000. Dimick is a painter who buys properties to improve, then sell. No additive is anticipated. Dimick may or may not relocate in this area.

33002 - V. Bishop

There is a seasonal bait and tackle shop which will be involved by the proposed highway construction. The owner intends to move the small building back onto the remainder.

33000 - V. Carter

There is a $75 per month, two-bedroom home with furnished attic sleeping dorm and this property is rented by Jack Bission and family who moved in on the first of November. It is estimated that an additive of $25 per month or a total of $600 will be required. Bission stated that he wanted to stay in this area.

33016 - F. Lang

Subject property is occupied by contract purchaser, Mr. and Mrs. William Adamson who indicated they would like to move to Texas. This 680 square foot, two-bedroom home is adequate and no additive should be required.

33018 - William Hodges

The taking from this file involved a combination service station, garage and living quarters plus a residence. The property is owned, occupied and operated by Mr. William Hodges and his wife. The apartment above the garage has not been rented recently. No additive is anticipated.

33022 - L. & D. Williams

Mr. and Mrs. Williams own and occupy this 4-bedroom home which has two bedrooms on the first floor and two small attic rooms. Mr. Williams would like to move his home back on his remainder. No additive is anticipated.

33030 - G. & K. Dodd

A mobile home and a small grocery store known as "Buchanan's Minit Market" will require relocation on this file. Mr. Dodd lives in the trailer and plans to move it back on the remainder as well as the store, which is leased to Buchanan. No additive is anticipated.

33045 - E. L. Cook

This property is improved with a 23-unit trailer court and a 10-unit motel which includes an office and storage room, swimming pool plus the owner's residence. The taking involves 5 motel units which rent at $28 per week and 6 mobile homes. No additive is anticipated above the normal moving costs.

33056 - W. & D. Hudelson

Mr. and Mrs. Hudelson own and occupy this two-bedroom home and will require relocation assistance. Hudelson indicated that they would like to move to Portland. No additive is anticipated.

The following Real Estate brokers were contacted and their listings examined for available housing that would meet the decent, safe and sanitary requirements of the 1968 Federal Highway Act:

William Elliot (Realtor) at Boring who subscribes to multiple listing and maintains a constant listing of 25 to 30 houses in the area of Boring, Gresham and Sandy and further east. He reports that he seldom handles a rental property.

Phil Johnsrud of Johnsrud Realty in Sandy has 10 residential listings at the present time that would qualify.

Walter Davis of Snyder Brothers branch office in Sandy had 2 listings of two-bedroom homes in Sandy and 3 three-bedroom homes in Gresham that would qualify.

Hazel Murray, Broker of Pioneer Real Estate in Sandy had 3 two-bedroom homes and 4 three-bedroom homes in area that would meet requirements, also 1 Duplex containing a one-bedroom and a two-bedroom apartment. This is listed for sale at $11,000 and rents for $140 per month.

Dale D. Nichols of Nichols Real Estate near Sandy has 1 two-bedroom home east of Sandy with 1 acre of land listed at $12,000 and a four-bedroom home listed at Wemme for $24,000. Also a five-bedroom home on Sandy River at Wemme listed at $50,000.

Cascade West Realty at Box 15, Wemme had 3 homes listed at present. No rentals.

Boyer & Cox Real Estate at Brightwood has 3 houses in the $7,000 to $7,500 class, 1 house at $10,500 and 3 houses over $10,500. They also average 3 to 4 rental units.

Mt. Hood Properties, P. O. Box 5, Wemme have many properties of various values that are too numerous to outline in this report. They handle approximately 45 rentals.

J.J. Walker, 19043 S.E. Stark in Gresham has 2 houses listed for sale in area and 1 mobile home rental.

Al Strand Realty at Hoodland average 2 and 3 houses for sale but has no rentals at present.

There are several other brokers in Gresham plus Mt. Hood Real Estate at Rhododendron and Chuck Baker Realty near Orient, who deal in the area of the proposed highway improvement. Their listings have not been personally examined, but their operations are typical of the market in this area. Their listings will be examined as work progresses and as time permits.

This sampling of the market indicates that there is an adequate supply of decent, safe and sanitary housing in the immediate area to meet the needs of the displaced persons resulting from the highway right of way activity. They range in price from a minimum of $7,000 on two-bedroom units, $8,500 on three-bedroom units and $10,500 on four-bedroom homes. It is apparent that available rental units are in sufficient supply; however, they do not as a rule show up in multiple listings nor are they listed with real estate people. Many property owners handle their own rentals.

There are no Federal, State or Community projects in the area that would create displacees. There is, however, a booming private activity in the vicinity that will create available housing. This includes the 700 homesite Timberline Rim development which includes a building lot with street, sewer and water. Another homesite development at Brightwood by Jack Brown and Associates is to include both sewer and water. A 19-acre condiminium is being developed at Welches by Ethel Clark of Pebble Beach, California. A supermarket site is also being developed to the south and east of the real estate office at Welches.

The Bureau of Land Management is developing a 300-acre park in this area, but will not affect the availability of housing.

It is estimated that the amount of lead time necessary to carry out an orderly and humane relocation program would be about 9 months from the time the legal descriptions are received at the Division right of way office, and that a total of $1,320 in addition payments above the normal moving costs would be required to complete this project in compliance with the 1968 Highway Act.

There are 20 families involved in the relocation function on this section. These families are composed of 45 people.

The field work necessary to compile the information contained in this report has been carried out by Assistant Liaison Agent, Marvin G. McEldowney, Relocation Agent, John Keller and myself.

Chester B. Liechty
CHESTER B. LIECHTY
R/W Liaison Agent

CBL:DDB
cc G. E. Rohde K. A. Chatwood
D. H. Moehring J. R. Oakes

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NOV 29 1968
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7343

Moehring

OP*23011-734

Klaboe

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 22, 1968

To: MEMO TO THE FILE

SUBJECT: File 33069-Carothers
Alder Creek-Wildwood Section
Mt. Hood Highway
Clackamas County

On 11-19, Mrs. Carothers telephoned me. The point of her call was to exert some pressure for an early offer to them for the taking. She said, "We do not want the money, but we want to get started on working out the trade for the state land along the river." I told her that if my memory served me correctly we had made inquiries through the State Highway Department well over a year ago and their proposal had been denied. She said, "Yes, that is true, but we have reopened discussions with, I forget which, either Mr. Cooper, Mr. Porter or Mr. Klaboe." She went on to say in effect that also one of these men had told her I would make them an offer either this week or next.

Mrs. Carothers also made a number of statements quoting the staff appraiser which were not true. Some of these referred to his approval for recommending an underpass under the highway to serve remainder, conduits for water lines and other utilities and agreements on extremely high acreage values.

Knowing at the time we were faced with a second appraisal, I told her it would be around the first of the year before we would be in a position to make them an offer. She replied, "Oh, that's alright, as we can't work the land any more this winter."

JKS
JOHN K. SCOTT
District R/W Supervisor

JKS:DDB

cc G. E. Rohde ✓
D. H. Moehring

copy to Cooper
11-25-68

11-25-68
Please send copy to Mr. Klaboe ✓

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NOV 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 4 - 1968
FOR FILING

F-RF-156(17)
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STATE HIGHWAY COMMISSION MEETING

Delegation Mr. Paul Rice, President, Hood-land Chamber of Commerce, Brightwood and others, re improvement of the Mt. Hood Highway between Alder Creek and Zigzag

Date November 12, 1968

Time 11 a.m.

Name	City or Town	Capacity
Mr. Allen Jensen (spokesman)		
Mrs. Allen Jensen		
Mr. and Mrs. Paul Rice		
Mr. Max Hurbutt		
Mr. Geo. Mc Lane		
Nell Howe		
Mr. and Mrs. Merle Hill		
Mr. Keith Bowman		
Mr. Glenn ntril		
Mr. Wayne Hudleson		
Ann Shaw		
Gay Saunders		
Margaret Ann Fielding		
John A. Lake		
Geo. D. Monaghan		
Mr. and Mrs. Al Moore		
Charles Augustine		
Bill Steinbarger		
T. O. Hollenbeck		
J. C. Turin		
Mr. and Mrs. J. F. Simmons		
Fred Trumbly		

NOTED
FLOYD QUERY

RECEIVED
OCT 16 1968

FOR FILE

F-RF-156(19)
7343

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1968

SUBJECT: 33069 - Carothers
Alder Creek - Wildwood Section
Mt. Hood Highway
Clackamas County

To: Mr. D. H. Moehring
Right of Way Engineer
OFFICE

Mr. Klaboe has recommended the immediate purchase of the right of way set forth under the above file.

It is our understanding that this area will be developed commercially and that advance purchase of this property would be desirable.

F. D. Morgan
Construction Engineer

By: D. J. Barber
D. J. Barber
Assistant Construction
Engineer

RRR:hc;ss

cc: Mr. F. B. Klaboe

B. KLABOE

RECEIVED
OCT 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1968

FOR [illegible]

F-RF-156(17)
7343

C

October 10, 1968

9470

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: 08-35.1, Alder Creek-Forest Boundary, Mt. Hood Highway

Reference is made to your letter of August 28. Enclosed as you requested is a copy of the letter of May 2, 1968, from the Bureau of Land Management to the State Highway Department and a print of our proposed alignment with proposed accesses along the existing highway through the Wildwood and Wemme area.

After an extensive investigation for improving the existing alignment versus a bypass route (South Alternate), it was decided to improve the existing alignment on a 16-foot median with curbs in the built-up areas. During our investigation, the South Alternate plan was presented to Clackamas County officials for their reaction in respect to accepting the existing highway if we adopted the South Alternate. Their reaction was favorable but, in their reply, they requested a grade separation for Welchs Road because they felt there was more traffic due to development along this route. The request, of course, raised the cost of this route considerably.

The grade separation plan did not seem practical as the traffic using Welchs Road would have to use the old highway for some distance to get access to the new route. To remedy this problem, an interchange was investigated but this further raised the cost. The increase in cost for either the grade separation or the interchange made the South Alternate prohibitive.

For the above reasons, we chose to improve the existing alignment. Many of the accesses along this route will serve only one residence. We feel that with a 16-foot median, the access plan as shown on the enclosed plan will be adequate.

It has become necessary, however, to make a revision in the request for right-of-way from the Bureau of Land Management. This new request is for a minor change in alignment in the Wildwood to Wemme area. It is essentially a shift to the north so that the existing southerly highway right-of-way line will be adequate. This new request will, of course, supersede the request you are holding.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Encs.

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 2470
F. D. Morgan
L. H. Young
D. H. Moehring
L. W. Rulien
Donald Trout

DLT:fw srb

Detail Map - Alder Creek-Forest Boundary Section
Wildwood-Forest Boundary Unit
Clackamas County

IN REPLY REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

District Office
3550 Liberty Road, S.
P.O. Box 3227
Salem, Oregon 97302

14.4a/14.4
2234.2
OR 2975

Your reference:
File 42329
Alder Creek-Forest
Boundary Section
Mt. Hood Highway

REFERRED TO
Legal R/W
R/ SECRETARY

[illegible]

MAY 2 1968

State Highway Department
State of Oregon
Salem, Oregon 97310

Gentlemen:

Your application, OR 2975, has been sent to this office for a report, and you request a detailed analysis of our access requirements for this tract.

Our primary requirement is for access to our Wildwood Recreation site which is provided on your plat. We need a thirty (30) foot right-of-way (24 foot roadbed plus ditches) at approximately Station 773+50, as noted on the enclosed Xerox of your plat. This road will be constructed during the summer of 1968, and would need to be re-done when the new highway is constructed.

We also need access to the northeast corner of this property from your proposed frontage road. Our location has not been decided as yet but we would wish to reserve access to this area.

This is the extent of our access needs to government property in Section 31, T. 2 S., R. 7 W., W.M., Oregon from the relocated highway.

We also request that your right-of-way width be limited to your actual clearing limits to preserve as much of the "Dwyer Memorial Corridor" as possible. The clearing limits will need to be designated in advance of construction to facilitate a cruise of the merchantable timber.

We suggest that you submit all your needs for crossing B.L.M. lands in this area at the same time, as you did previously under your request Oregon 011572.

2234.2
OR 2975

When we receive the corrected and additional plats we will continue to process the right-of-way.

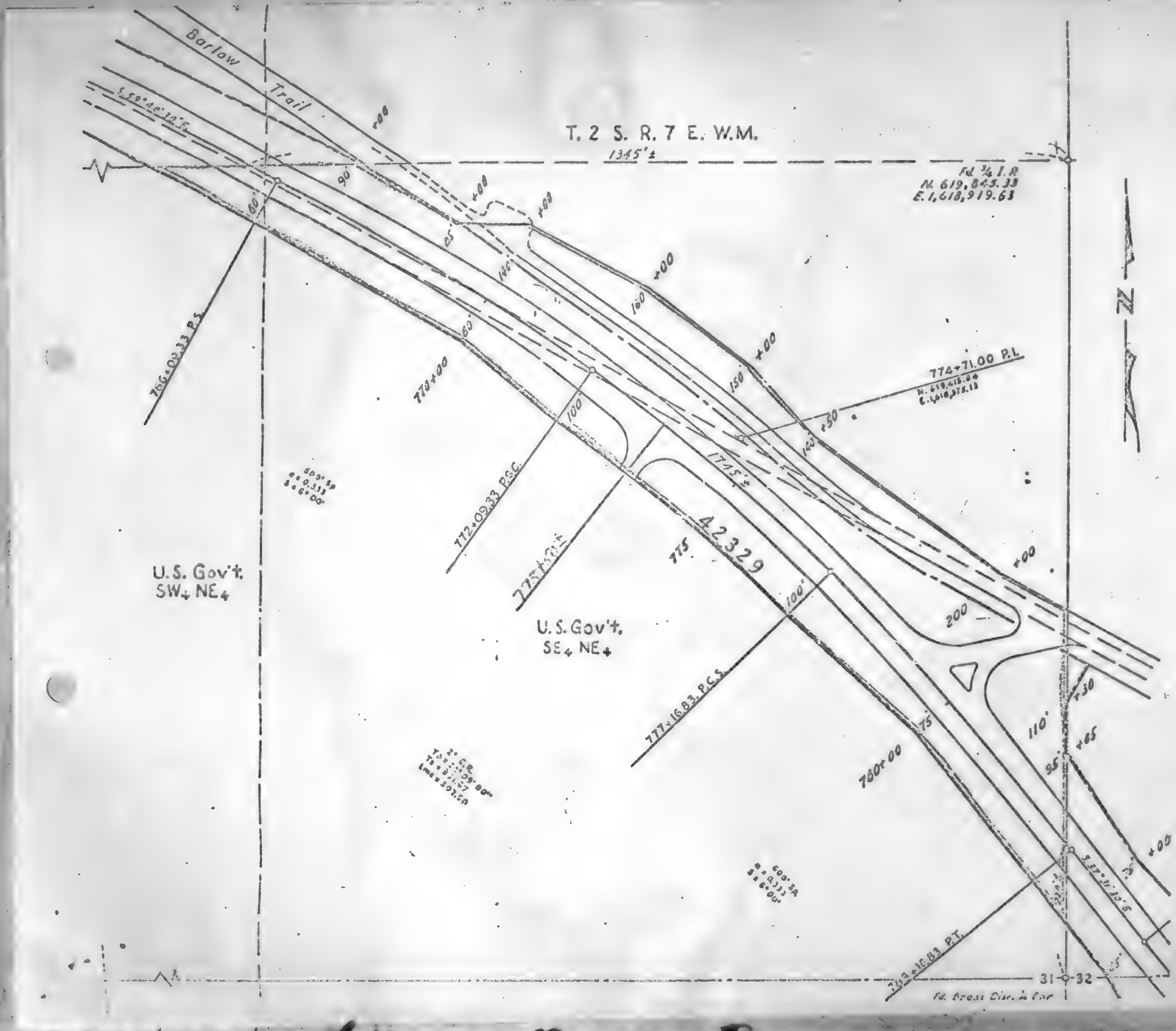
If you have any questions please feel free to call.

Sincerely yours,

ACTING District Manager

Enclosure:
Plat (1 Xeroxed copy)

RECEIVED
MAY - 1969
OREGON
STATE HIGHWAY COMMISSION



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317, Publ

ATTEST:

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 28, 1968

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. M. Brown for
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-156(-)
Alder Creek
Forest Boundary Section - Mt. Hood Highway
File 42329

Your August 6 letter to the Bureau of Land Management requested right of way for two segments of the Mt. Hood Highway. At this time we are unable to make an adequate review and recommendation to the Bureau of Land Management. To assist our review, we would appreciate the following:

1. A copy of the May 2, 1968 letter referred to in the third paragraph of your letter.

2. From the prints furnished us it appears the existing roadway will be utilized through the Wildwood and Wemme area, exposing future traffic to a great deal of roadside culture unless extensive steps are taken to curtail access. It is our understanding that an attempt was being made to bypass a portion of this culture partly as a result of the complaints voiced at the public hearing and partly from a construction and right of way cost standpoint. Therefore we would appreciate a drawing of the plan through this area, particularly showing the access features.

Please advise us as to your plans in the area. We will withhold forwarding our findings for public land transfer to BLM until receipt of your reply.

orig to Morgan · RW
copies to Young
Moelering

8-30-68

Routing

1 Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1968
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 2 - 1968
FOR FILIN

E-RF-156(17)
7343

Salem, Oregon
September 30, 1968

R. L. Porter
Deputy State Highway Engineer

State Representative Norman Howard was in my office this date and told me, among other things, that a Dr. Crothers, et ak, were making plans for the construction of a golf course which is located astride the right-of-way that will be needed for the Alder Creek-Wemme Section of the Mt. Hood Highway.

He also stated that they had been attempting to make some kind of a trade for some adjacent BLM land and apparently hoped to get us into the act to acquire additional land.

I seriously doubt that we should be involved in any such maneuver but, if possible, we should proceed with the right-of-way acquisition from the Crothers.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Page 1 of ___ Pages

Section ALDER CREEK-FOREST BOUNDARY Highway Mt. Hood (FAR 24) County Clackamas Prefix 3-1454

Res. Engr. ___ Approx. Length ___ Miles. Sta. 454± to Sta. 888±(BPR 917) Date 9-16-68

Mean Truck A.D.T. 835 Traffic Coefficient 10.0 18 kip s.a. per day 421.5 (Automobiles not considered.)

Annual Precipitation 84"± (Brightwood) Frost Penetration - - - - - - - - - -

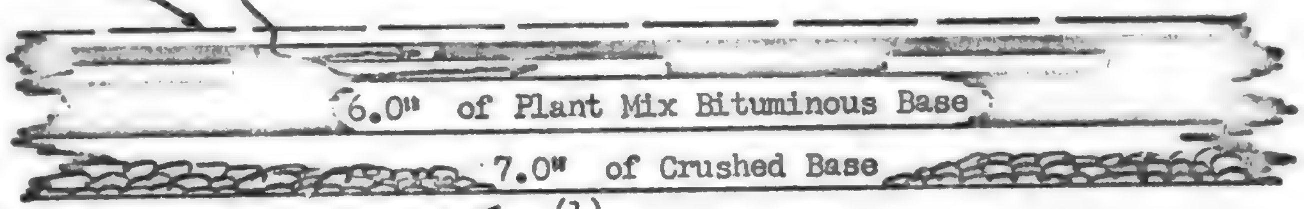
RECEIVED SEP 23 1968

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (F.A.)
	8.0	4.0	A.C.(I)
	11.0	6.0	P.M.B.B.
	7.0	7.0	Cr. Base
30.0	30.0	19.0	

(1)
Typical Soil

55	LL
[illegible]	PI
88	%P 10
53	%P200
11	%Gravel
12	%C Sand
23	%F Sand
41	%Silt
13	%Clay
16	"R" Value

9-16-68


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of Plant Mix Bituminous Base
7.0" of Crushed Base
(1)
Silty Sand

AASHO CLASSIFICATION:

A-5 (5)

MATERIAL SOURCES:

To be determined by the Engineer.

See Page 3 for remarks.

RECEIVED APR 7 - 19
FOR FILING
E-RF-156(19)
7343

NOTED
F. B. KLABOE

9-16-68

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer

Submitted by ___
for Staff Assistant

Recommended by O A White
Engineer of Materials

Recommended by L. L. Ocher
asst Construction Engineer

Approved by
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Page 2 of ____ Pages

Section ALDER CREEK-FOREST BOUNDARY Highway Mt. Hood (FAR 24) County Clackamas Prefix 3-1454

Res. Engr. ____________ Approx. Length ______ Miles. Sta. 454+ to Sta. 888+(BPR 917) Date 9-16-68

Mean
Truck A.D.T. 835 Traffic Coefficient 10.0 18 kip s.a. per day 421.5 (Automobiles not considered.)

Annual Precipitation 84"+ (Brightwood) Frost Penetration ---------.

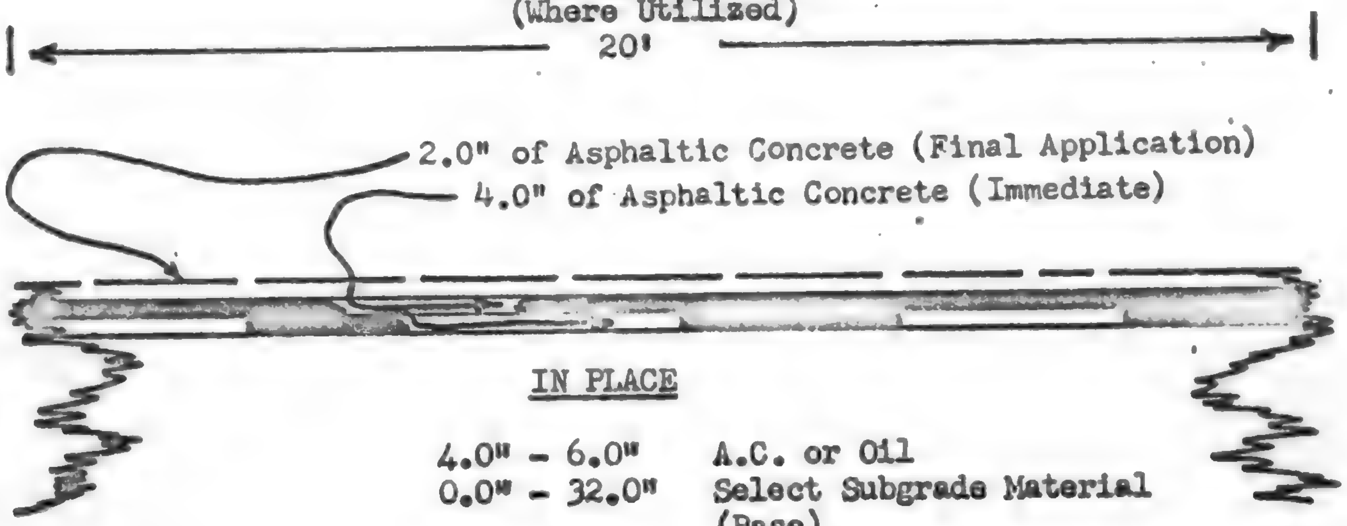
(1)
Typical Soil
S LL
PI
s %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
l "R" Value

AASHO CLASSIFICATION:

A-5 (5)

MATERIAL SOURCES:

"EXISTING ROADWAY"
(Where Utilized)



20'
2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)

IN PLACE

4.0" - 6.0" A.C. or Oil
0.0" - 32.0" Select Subgrade Material (Base)

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (F.A.)
	8.0	4.0	A.C.(I)
IN PLACE		Average	
	7.0	4.5	A.C. or Oil
	12.5	25.5	Base
30.0	31.5	36.0	

ALDER CREEK-FOREST BOUNDARY
Mt. Hood Highway
Clackamas County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
9.0 - 10.0	4.0"	6.0"	- - -	9.5"	28.5"	19.5"
8.0 - 9.0	3.5"	4.0"	- - -	11.5"	25.5"	19.0"
7.0 - 8.0	3.5"	3.0"	- - -	10.0"	22.5"	16.5"
6.0 - 7.0	3.0"	- - -	2.0"	11.5"	19.5"	16.5"
4.8 - 6.0	2.0"	- - -	2.0"	10.5"	16.5"	14.5"
Cars Only	2.0"	- - -	2.0"	6.0"	12.0"	10.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

NEW WORK

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Cement Treated Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

"CREDITS FOR EXISTING MATERIALS"

1.0" Asphaltic Concrete or Oil = 1.5" Crushed Base

1.0" Base Material = 0.5" Crushed Base

REMARKS:

Project Base Design revised in order to update traffic from a design year of 1966 to 1968 and to plan for stage construction.

TRAFFIC ANALYSIS

SECTION: ALDER CREEK-FOREST BOUNDARY
HIGHWAY: Mt. Hood
COUNTY: Clackamas

4500 Present ADT (1968)
12.6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	210	1.9	399	305	450	137,250
3	115	1.9	219	167	1000	167,000
4	10	1.9	19	15	1250	18,750
5	240	1.9	456	348	3180	1,106,640
6	—	—	—	—	2570	—
				835	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,429,640
TWENTY YEAR EWL 28,592,800
TRAFFIC COEFFICIENT 10.0

SECTION: ALDER CREEK-FOREST BOUNDARY

HIGHWAY: Mt. Hood

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ____ Fair X Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as a portion of the existing roadway will be utilized and A.C. is more desirable for this type construction.

RECEIVED
SEP 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—60M—7-66 SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 2, 1968

SUBJECT:
Alder Creek-Forest Boundary
Mt. Hood Highway
Clackamas County

To: Mr. L. W. Rulien
Division Engineer
Division I
BUILDING

As per request of your office, I have made eight reconnaissance type right of way cost estimates on various types of roadbed designs on two alignments in the vicinity of Wemme: the existing alignment and the South Alternate.

These estimates were made according to prints showing right of way requirements that were furnished by the office of Construction Engineer with letter dated April 19. These maps are attached.

South Alternate

4' median with curbs - 29 acres	$ 80,600
Relocation - 2 residential units	400
	$ 81,000
4' median with ditches - 38 acres	$ 114,350
Relocation - 4 residential units	650
	$ 115,000
16' median with curbs - 33 acres	$ 90,600
Relocation - 2 residential units	400
	$ 91,000
16' median with ditches - 45 acres	$ 120,400
Relocation - 4 residential units	600
	$ 121,000

Present Alignment 764+00 to 917+50

4' median with curbs - 13 acres	$ 177,500
Relocation - 9 residential units	1,800
- 1 business unit	700
	$ 180,000
4' median with ditches - 22 acres	$ 442,000
Relocation - 22 residential units	4,000
- 8 commercial units	4,000
	$ 450,000
16' median with curbs - 16 acres	$ 254,000
Relocation - 7 residential units	1,400
- 3 commercial units	2,600
	$ 258,000
16' median with ditches - 26 acres	$ 471,000
Relocation - 15 residential units	3,000
- 8 commercial units	6,000
	$ 480,000

Chester B. Liechty
CHESTER B. LIECHTY
Right of Way Liaison Agent

CBL:vme
attachments

cc: G. E. Rohde
D. H. Moehring

RECEIVED
MAY 15 1968

F-RF-156(19)
7343

May 2, 1968

3b-1

4-23-68

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Gentlemen:

The State Highway Commission at its meeting on April 23 adopted a survey concerning improvement on the Alder Creek-Wildwood Section of the Mt. Hood Highway in Clackamas County.

You will recall that a public hearing on this project, known then as Alder Creek-Forest Boundary Section, was held in the community of Wemme on February 7, 1967, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 345" adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc Mr. Victor Wolfe

RECEIVED
MAY 7 - 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-RF-156(17)
7343

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 2, 1968

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attention: Mr. John McIntyre
County Engineer-Roadmaster

Gentlemen:

In reply to your letter of March 29 requesting a meeting to review the matters between State and County officials pertaining to the Mt. Hood Highway (US 26), Alder Creek-Wildwood Unit, we will be pleased to meet in Oregon City at your convenience.

The matter of County assuming State's right to various portions of road proposed to be by-passed by construction of the above unit has been discussed and appears to be at a standstill until a thorough review of the existing road system is undertaken by State and County.

Although construction of this section appears to be some time away, we would like to program the right-of-way acquisition relatively soon; and the status of these portions of existing alignment would be an important factor. County's ultimate assumption of these sections, after completion of the project by State, would avoid a paralleling of state routes.

[illegible]

We would appreciate your further consideration of this matter, as well as the matter of Clackamas County assuming those portions of frontage roads parallel and adjacent to the Pacific Highway (I-5) between Multnomah and Marion Counties as outlined in the agreement forwarded to you by letter of April 4, 1968.

The agreement pending on I-5 should be considered with a possible modification to include Bonita Road and others that may interfere with construction, along with Boeckman Road, as referred to in paragraph 7 on page 3 of the agreement.

NOTED
FORREST COOPER

Also, as discussed with Mr. McIntyre on April 11, 1968, State shall, in cooperation with County, provide for a free flow of detour traffic, causing no more than a temporary delay in its pattern.

We trust you will find the foregoing to be in accordance with our correspondence and discussions, and invite any inquiries you may have.

Very truly yours,

Forrest Cooper
State Highway Engineer

H. S. Cox
By: H. S. Cox by D.N.
County and City Division Engineer

RECEIVED
MAY - 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

bc: Forrest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan

DNH:mm
cc: Mr. L. W. Rulien

RECEIVED
MAY 15 1968

E-RF-156(7)
7343

APR 30 1968
34-30

Honorable Wayne Morse
United States Senate
Washington, D. C. 20510

Dear Senator Morse:

I have received a report from our Salem office, and am now able to reply further to your letter on behalf of Dr. Tom F. Lipscomb concerning the proposed routing for the improvement of U.S. 26 through the township of Brightwood.

I understand and appreciate any opposition to the routing of a highway that requires the taking of personal property. It is much to our regret highways and all types of public work cannot be located to the complete satisfaction of all concerned, but such is not always possible.

A representative from our Salem office in company with a member of the Oregon State Highway Department talked with Dr. Lipscomb at his home to clarify the limits of the highway right-of-way and how it would affect his property. It was explained that the highway embankment opposite his house would be about 21 feet high and the slope of the fill would be about ten feet from his garage and 40 feet from his house. Dr. Lipscomb was advised that there is a possibility the right-of-way could be narrowed enough to provide access to the property, and if a satisfactory agreement could be reached the State would further investigate this possibility. Otherwise all of his property would undoubtedly be acquired.

It is the opinion of our field engineer that a shift in the alignment as suggested by Dr. Lipscomb would not appreciably help his property and would result in a substantially poorer design.

I know Dr. Lipscomb will be disappointed and am sorry I cannot be more encouraging.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

OREGON DIVISION
MAY 3 - 1968
RECEIVED

RECEIVED
MAY 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 - 1968
FORM 2-30 20M 10-66

Cncl

R/W

Mt Hood

Spec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 28, 1968

To:

Memo to the File

SUBJECT:

Alder Creek-Forest Boundary Location
Vicinity of Salmon River
Dr. Tom F. Lipscomb, D.M.D.

Dr. Lipscomb is a property owner who has a home (approximately 2 years old) located on the southwesterly bank of the Salmon River on Lot 4 as designated on our right of way map. A portion of Lot 4 falls within the area of our proposed right of way line as does a portion of the house.

At 10:00 today, I met with Dr. Lipscomb at his house in the company of Maurice Payne, Resident Engineer, and Willis Grafe, Area Engineer for the Bureau of Public Roads. We had with us the right of way map and a profile and went over the highway location in this area rather thoroughly with Dr. Lipscomb. We indicated that shifting the line, though it would perhaps solve a possible impending problem for him, would impose the same problem on others and that basically our location in the vicinity of the Salmon River was based on our desire to utilize the rather long existing tangent stretch of highway that lies from Cooks Motel to the west, and that to shift the line so as to avoid all conflicts with homes and property development plans in this area would be impractical. Dr. Lipscomb was very pleasant and courteous. He does have a very nice A-frame type home overlooking the Salmon River and in a very nice setting. He appeared to me to be most concerned, not by the disruption of losing his house, but by what he feels to be the impossible task of finding another lot as suitable as the one he has.

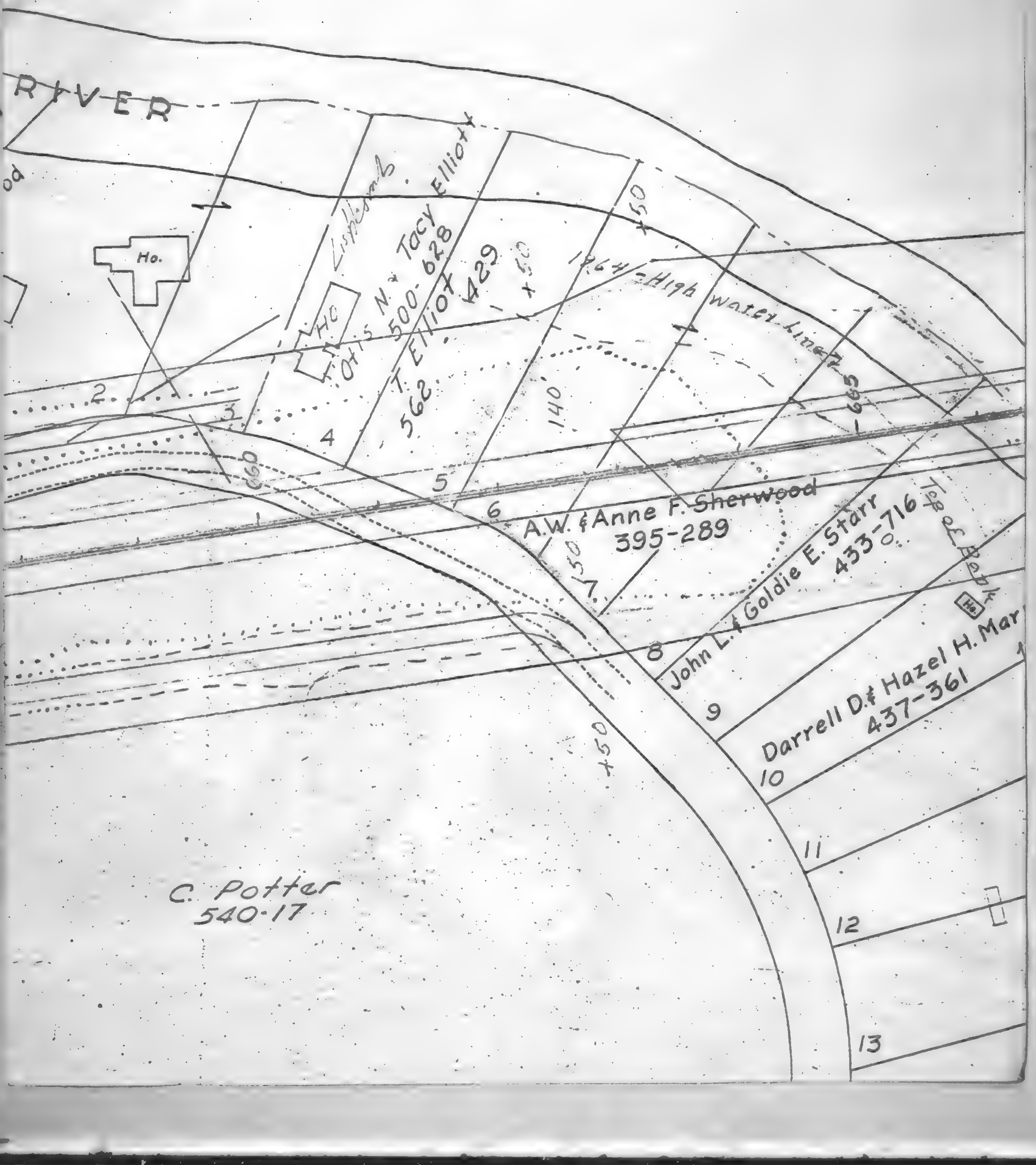
I advised Dr. Lipscomb that it may be possible to narrow down our right of way taking at his house so as to avoid a physical taking of his house and garage. I indicated to him that I didn't know if this could be done, but that we could study this possibility and I asked him to give me an expression of whether he wished us to pursue this study in view of the very close proximity that his house would have to the proposed facility. Dr. Lipscomb indicated that he wished to talk over this problem with his wife, he asked for my card and indicated that he would call when they had talked the matter over. I will report further when I have more information.

L. W. Rulien
Division Engineer

RECEIVED
MAR 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

LWR:fb
cc Forest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
M. D. Payne

NOTED
FORREST COOPER


RIVER
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Lipscomb
Otis N. & Tacy Elliott
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T. Elliott
562-429
x 50
x 50
140'
1964 - High water line
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660
2
3
4
5
6
7
8
9
10
11
12
13
1
A.W. & Anne F. Sherwood
395-289
John L. & Goldie E. Starr
433-716
Top of Bank
He.
Darrell D. & Hazel H. Mar
437-361
x 50
x 50
C. Potter
540-17

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

F-RF-156(17)
7343

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 25, 1968

In reply refer to: 08-35.1/335

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
R. L. PORTER

SUBJECT: Public and Congressional Inquiry -
Relocation of U.S. Highway 26 at the township of Brightwood in Oregon

Enclosed are copies of correspondence from Senator Morse and Director Turner, with indication that the Division Office will prepare a basis for reply.

District Engineer Brooks has been assigned this responsibility, and will be contacting your office for information.

Enclosures
Ltr, 2-29-68, Dr. Lipscomb to Ore. Hwy. Commission, w/petition and map
Ltr, 3-4-68, Dr. Lipscomb to Senator Morse
Ltr, 3-21-68, Director Turner to Senator Morse

RECEIVED
MAR 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COPY

March 7, 1968

Dr. Tom F. Lipscomb, DMD
Gateway Dental Clinic
9705 N. E. Glisan
Portland, Oregon 97216

Dear Doctor Lipscomb:

This will acknowledge your letter of March 4 transmitting a copy of your letter of February 29 addressed to the Oregon State Highway Commission in which you protest the proposed relocation of U.S. Highway 26 with respect to the relationship of the highway to your home.

In corresponding with the State Highway Commission you followed the correct course of action. All matters relating to the relocation and construction of highways is within the primary jurisdiction of the State Highway Commission. This is true even where federal grants-in-aid funds are involved.

However, in order that I may not overlook any opportunity to be of help to you in obtaining thorough consideration of your problem, I am bringing this matter to the attention of the Bureau of Public Roads and am asking for very thorough consideration of your February 29 letter and enclosure.

As soon as I receive further news on this topic, I shall write to you again.

Sincerely,

Wayne Morse

WM/jme
bcc Mr. Francis C. Turner, Director
Bureau of Public Roads
Federal Highway Administration

[illegible]
GATEWAY DENTAL CLINIC
9705 N. E. GLISAN
PORTLAND, OREGON, 97216
ALPINE 3-8474

MAR 7 1968

U.S. Senator Wayne Morse
Washington, D.C.

March 4, 1968

Dear Senator Morse;

I'm writing to you in regard to a situation whereas my real property and home will be in jeopardy from the intrusion of the proposed relocation of U.S. Highway 26. The enclosed map of the new highway shows it's relationship to my home.

Any help you can render in this situation will be greatly appreciated. Thank you.

Yours very truly,

Dr Tom F. Lipscomb DMD

Dr. Tom F. Lipscomb, DMD

encs;

PR35789

RECEIVED
MAR 2 1968
~~FOR FILING~~

E-RF-154(7)

7343

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 15, 1968

Board of Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Gentlemen:

Reference is made to previous discussions and related correspondence regarding the Alder Creek-Forest Boundary Section of the Mount Hood Highway (US 26) in Clackamas County, Oregon.

The Highway Commission is studying proposals to relocate and construct the Alder Creek-Wildwood Unit of the referred to portion of highway, and studies reveal the routing will basically follow the alignment indicated on the attached map shown colored in green. The portion of alignment of the present route that may be bypassed is indicated on the attached map colored in red.

In order to avoid parallel routing of the State Highway System serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route upon completion of construction of the proposed project. The Highway Commission therefore requests your consideration at this time to accept, upon completion of the new route, the bypassed section of the present route as a part of the local road system to provide service for persons living thereon or communities served thereby.

Signatures in the appropriate space provided below will indicate that Clackamas County will, by a subsequent formal agreement with the State Highway Commission, accept the indicated bypassed section as a local jurisdictional road upon completion of the project and after it has been placed in suitable condition as agreed upon by County and State.

Please return one signed copy to Mr. H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

APPROVED ________________ 19___
BOARD OF COMMISSIONERS OF ________ COUNTY
BY ________________ COMMISSIONER
________________ COMMISSIONER
________________ COMMISSIONER

Very truly yours,

Forrest Cooper
State Highway Engineer

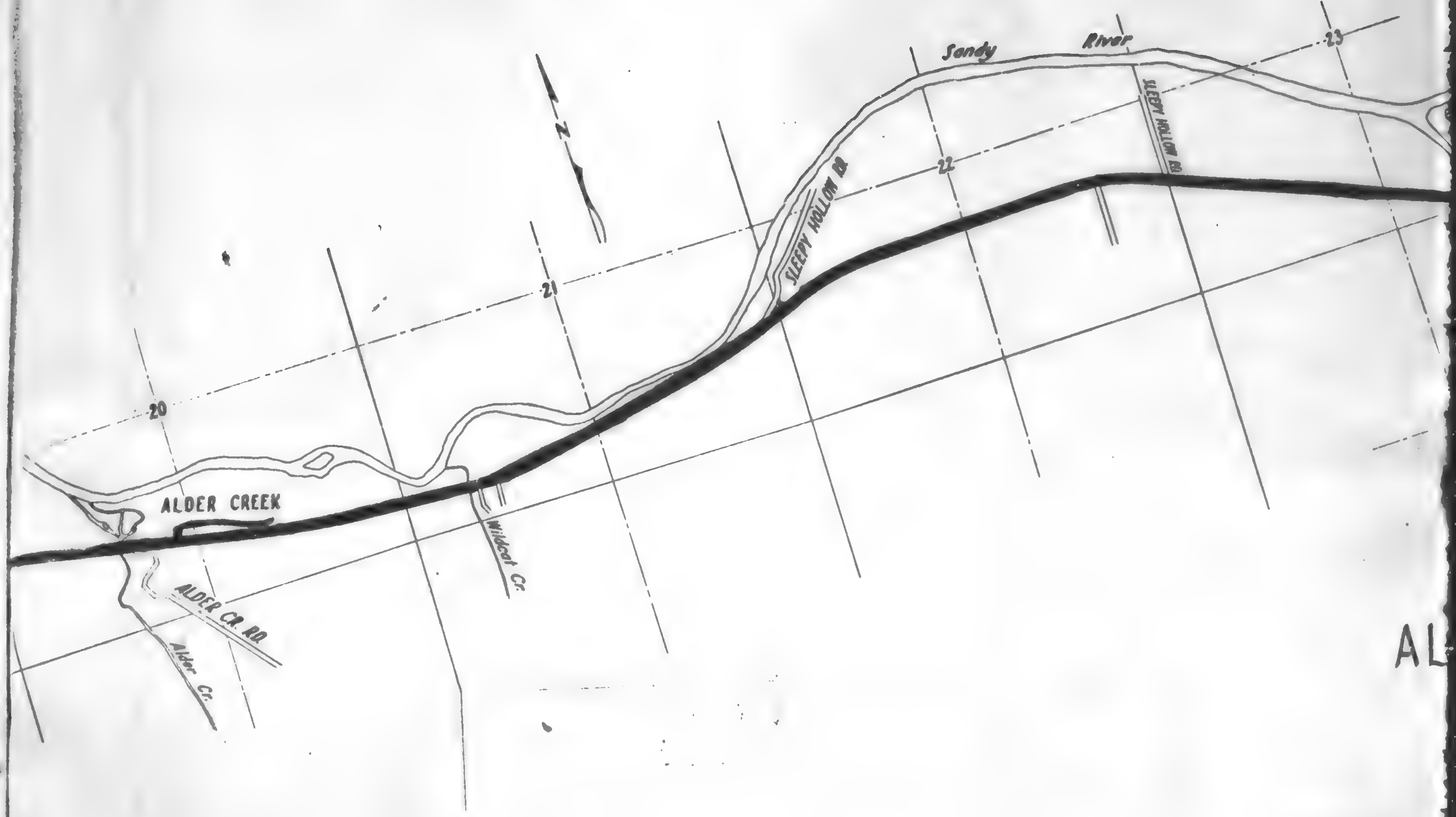
H. S. Cox

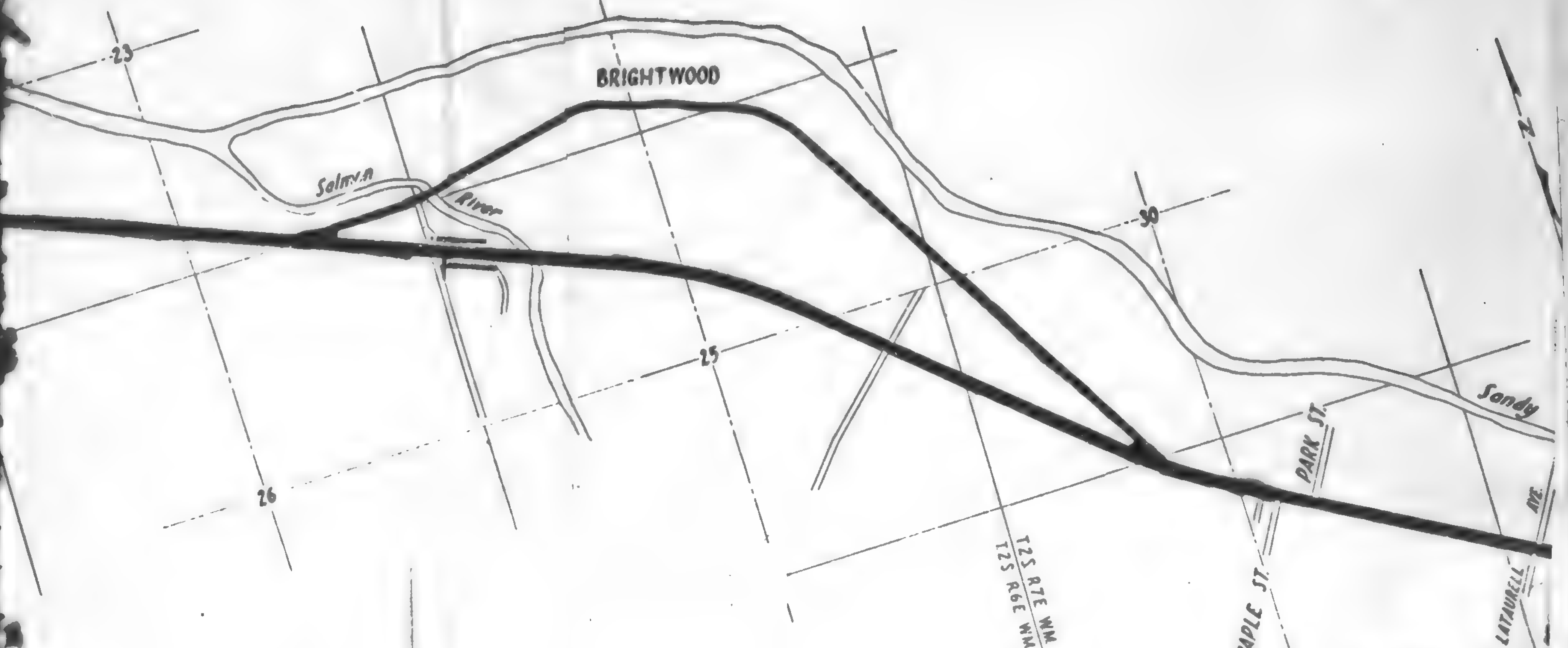
By: H. S. Cox
County and City Engineer

MAR 19 1968
OFFICE OF
HIGHWAY ENGINEER

HSC:cb
Att: Map
bc: Forrest Cooper Victor Wolfe
R. L. Porter F. D. Morgan
F. B. Klaboe L. W. Rulien

NOTED
FORREST COOPER


Sandy River
23
SLEEPY HOLLOW RD
22
SLEEPY HOLLOW RD
N
21
20
ALDER CREEK
Wildcat Cr.
ALDER CR. RD
Alder Cr.
AL



ALDER CREEK - FOREST BOUNDARY

MOUNT HOOD HIGHWAY

CLACKAMAS COUNTY

RECEIVED
MAR 15 1968
FOR FILING

F-RF-156(P1)

7343

March 14, 1968

Oregon State Highway Commission

Gentlemen:

The survey on the Alder Creek-Wildwood Section of the Mt. Hood Highway in Clackamas County has been completed. A public hearing for this section was held February 7, 1967. The length of this section is 5.98 miles. A map is attached for your information.

The estimated construction cost of this project is $3,525,000 and the estimated right-of-way cost is $375,000 for a total estimated cost of $3,900,000.

I request your approval of the survey and authority to purchase the necessary right-of-way, with construction to take place when funds are available.

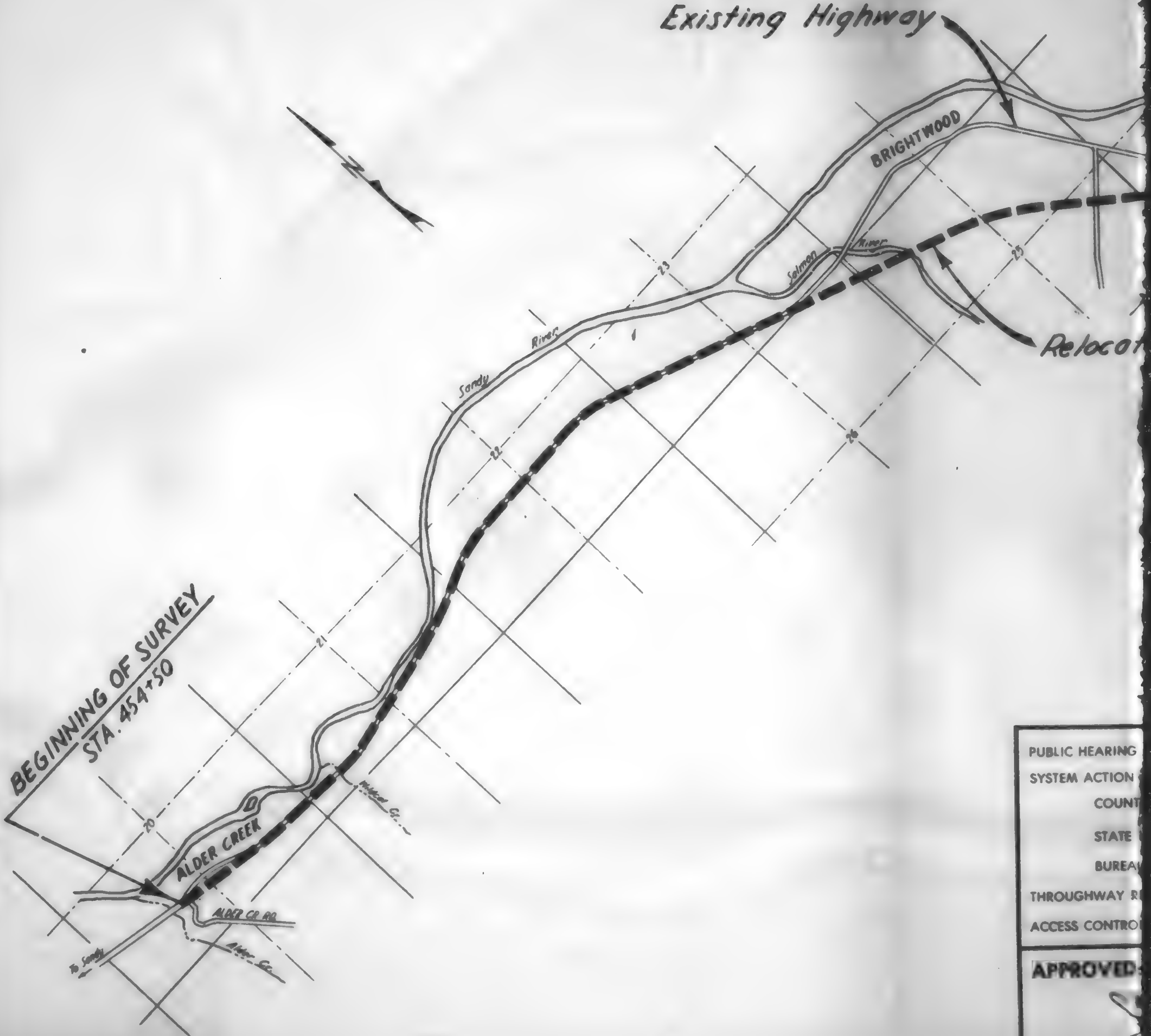
This matter will be on the agenda for your consideration at the April 16 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. E. Young
D. H. Moehring
C. E. Maison
L. W. Rulien

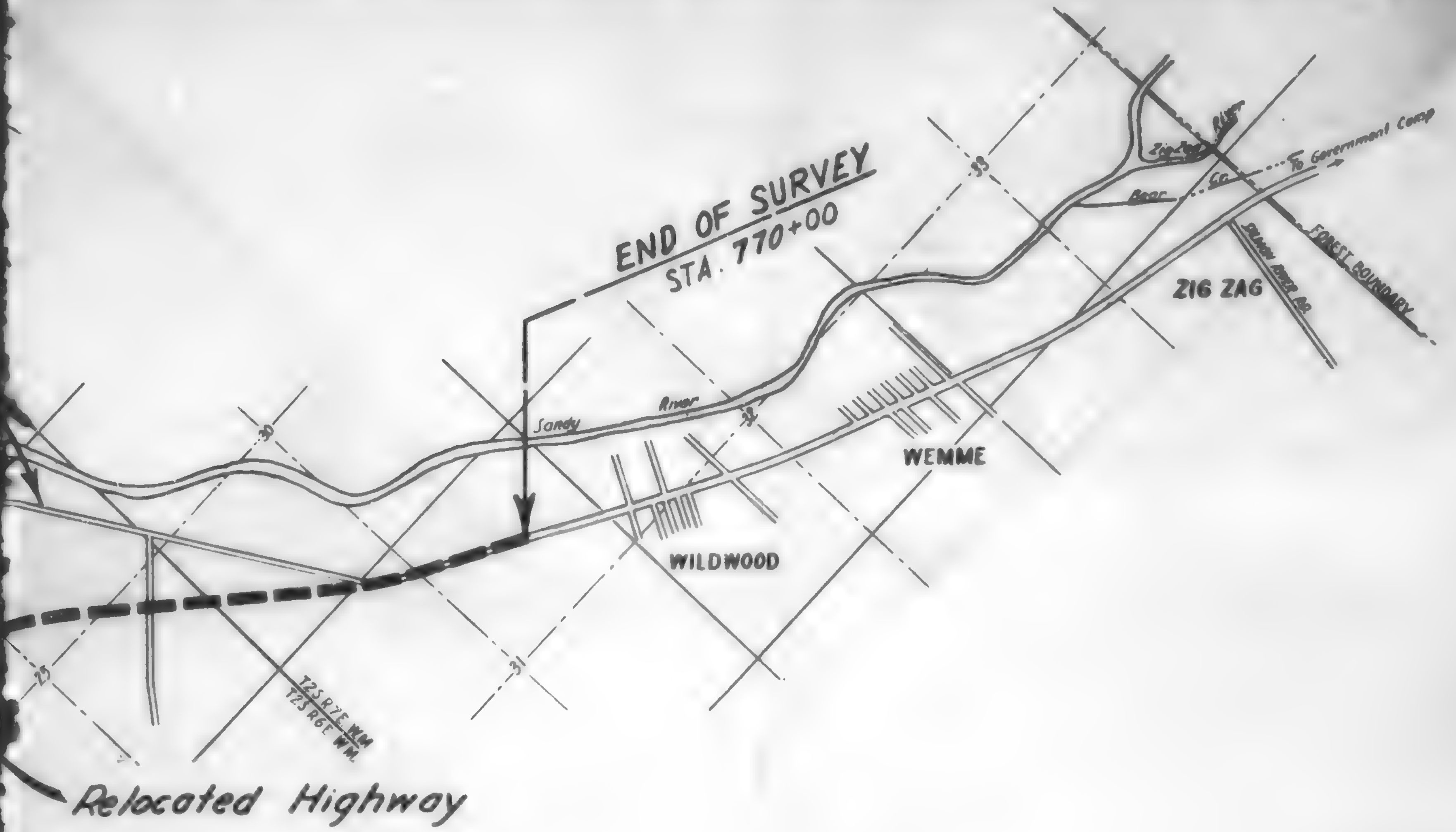
DLT:fw jes

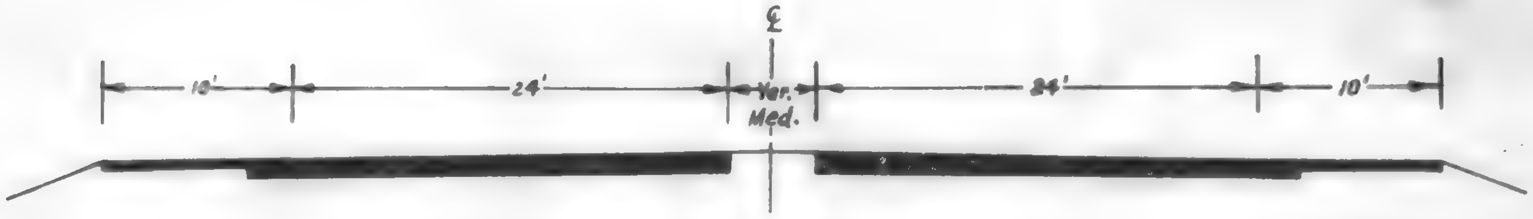


PUBLIC HEARING
SYSTEM ACTION
COUNT
STATE
BUREA
THROUGHWAY R
ACCESS CONTRO

APPROVED

DRG. NO. 1R-4-275





TYPICAL SECTION

PUBLIC HEARING	2-7-67
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED: FEB 15 1968 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

ALDER CREEK ~ WILDWOOD

MOUNT HOOD HIGHWAY

CLACKAMAS COUNTY

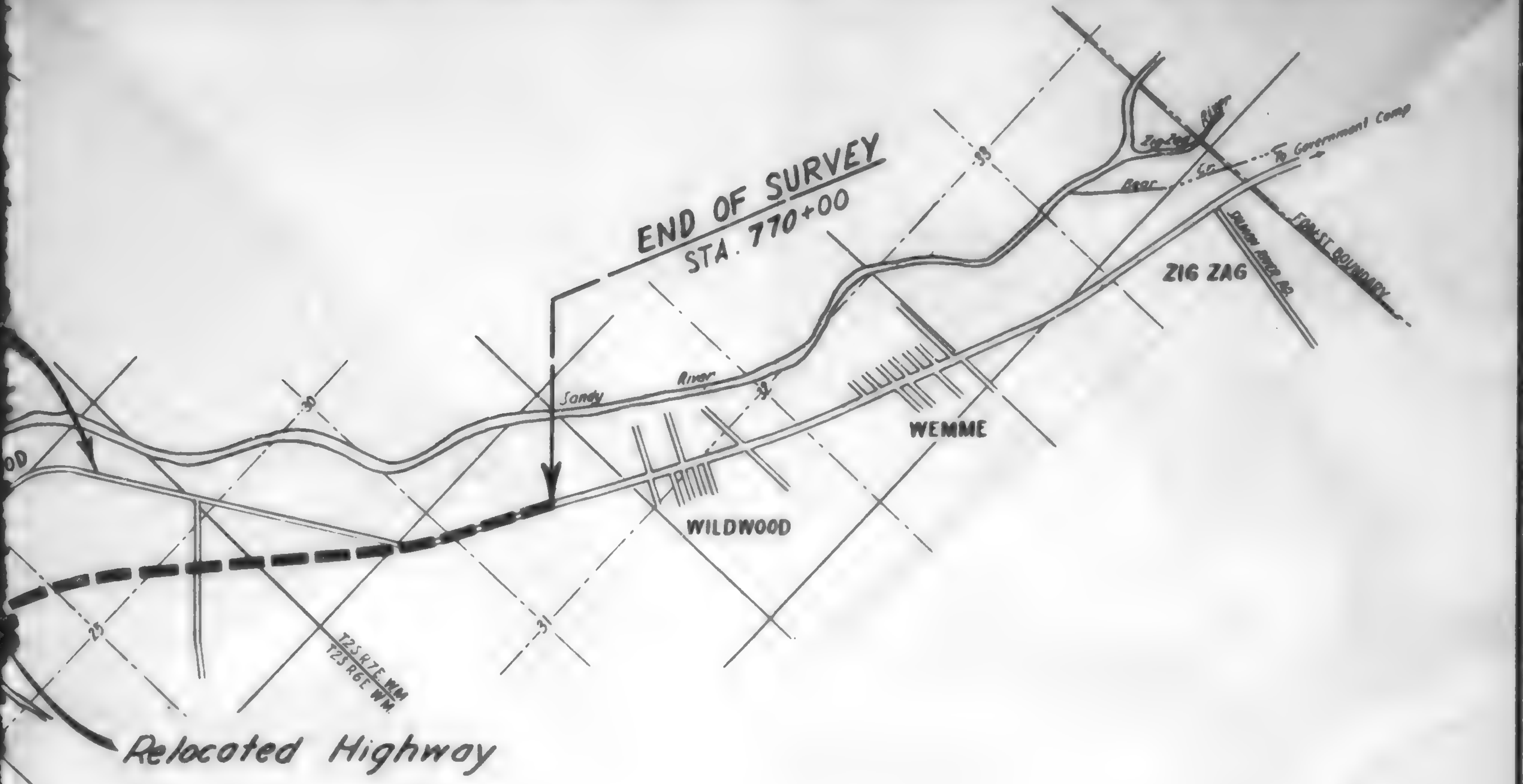
DRG. NO. 1R-4-275

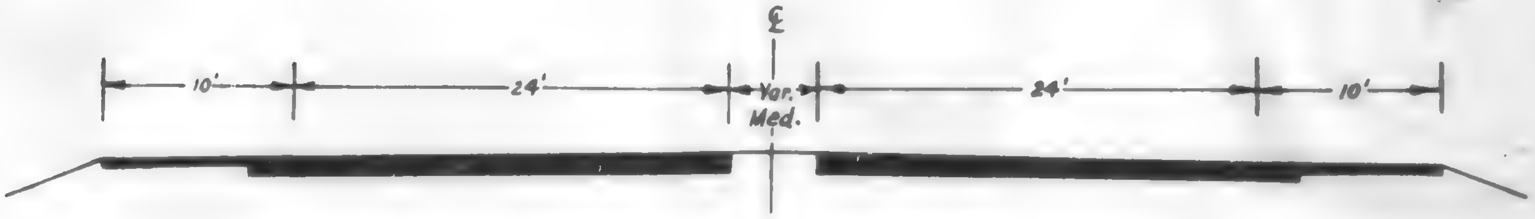
SCALE: 1"=2800' DATE: February, 1968

FOR DETAILS SEE DRG. NO.
8B-1-14 & 8B-1-15

5.98 miles

DRG. NO. 1R-4-275





TYPICAL SECTION

PUBLIC HEARING 2-7-67

SYSTEM ACTION

COUNTY *None Required*

STATE HIGHWAY COMMISSION *None Required*

BUREAU OF PUBLIC ROADS *None Required*

THROUGHWAY RESOLUTION ADOPTED *None Required*

ACCESS CONTROL *Limited*

APPROVED: FEB 15 1968

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

ALDER CREEK ~ WILDWOOD
MOUNT HOOD HIGHWAY
CLACKAMAS COUNTY
DRG. NO. 1R-4-275

SCALE: 1"=2800'

DATE: February, 1968

FOR DETAILS SEE DRG. NO.
8B-1-14 & 8B-1-15

5.98 miles

RECEIVED
MAR 20 1968

FOR FILE

F-RF-156(19)
1343

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 13, 1968

Dr. Tom F. Lipscomb
Gateway Dental Clinic
9705 N. E. Glisan
Portland, Oregon 97216

Dear Dr. Lipscomb:

I have your March 4 letter concerning the possible conflict between your property at Brightwood and the proposed relocation of the Mt. Hood Highway in that area.

I understand that the Highway Department has suggested a meeting on the ground to review the situation and hope that any problems can be resolved at that time.

Sincerely,

Governor

TM:ma

bcc: Forrest Cooper

[illegible]

COPY

NOTED
FORREST COOPER

LIPSCOMB to HIGHWAY 3/6

DR. TOM F. LIPSCOMB, D.M.D.
GATEWAY DENTAL CLINIC
9705 N. E. GLISAN
PORTLAND, OREGON, 97216
ALPINE 3-8474

Governor Tom McCall
Salem, Oregon

March 4, 1968

Dear Governor McCall;

I'M writing to you in regard to a situation whereas my real property and home will be in jeopardy from the intrusion of the proposed relocation of U.S. highway 26. The enclosed map of the new highway shows it's relationship to my home.

Any help you can render in this situation will be greatly appreciated. Thank you.

Yours very truly,

Dr. Tom F. Lipscomb, DMD

Dr. Tom F. Lipscomb, DMD

encs;

REC
MAR - 7 1968
OFFICE
STATE HIGHWAY E

R. TOM F. LIPSCOMB, D.M
GATEWAY DENTAL CLINIC
9705 N. E. GLISAN
PORTLAND, OREGON, 97216
ALPINE 3-8474

Director of Highway Commission
State of Oregon
Salem, Oregon

February 29, 1968

Dear Sir:

Regarding the recent survey of the proposed freeway of Oregon (U.S.) Highway 26, to continue it's present termination to where it crosses the Salmon River at the township of Brightwood. It has been brought to my attention that the current survey will damage, impair and infringe on my property, where such is not necessary. By movingthe proposed roadbed two hundred feet to the south of my property line, it will eliminate the problem and will not be objectionable.

There is ample vacant land, and mostly flat, to the south of me practically all the way from the freeway's present termination to the Salmon River crossing. From my home, which is located on the banks of the Salmon River, there is a good 1,000 feet of vacant flat land,to the nearest home south of me.By moving the roadbed of the proposed freeway two hundred feet to the south of my home property, it would not damage, impair, or infringe on anyone's home, and should prove to be a saving to the Taxpayers, the State of Oregon and the Federal Government.

It appears there has to be a curve in the proposed freeway somewhere from it's present termination and the Salmon River crossing, and by having that curve appearing at my front door instead at a considerable distance is the thing that is objectionable. Such curve would cut off my driveway and the solid earth " Fill" that will come within 10 feet of my home, will create complete chaos.

The 60 foot solid- earth " Fill" that will begin rising before it reaches my property will create a " Dead end " street. However, by allowing the two hundred feet to the south of my property line, the " Fill" of proposed freeway roadbed, will not be objectionable.

If you could, it would be well for you to personally see the lay-of- the land and this way, you would know that my protest to the current surver is in order and that this request for moving the roadbed two hundred feet to the south of my property line is reasonable and to the better intrests of all.

A map showing the area is enclosed along with a statement of ssome of the neighboring home owners.

An early reply from you would be appreciated.

Encls.

Yours truly

Tom F Lipscomb

Tom F. Lipscomb, DMD

[illegible]
[illegible] 1968
OFFICE OF
[illegible]

DR. TOM F. LIPSCOMB, D.M.D.
GATEWAY DENTAL CLINIC
9705 N. E. GLISAN
PORTLAND, OREGON, 97216
ALPINE 3-8474

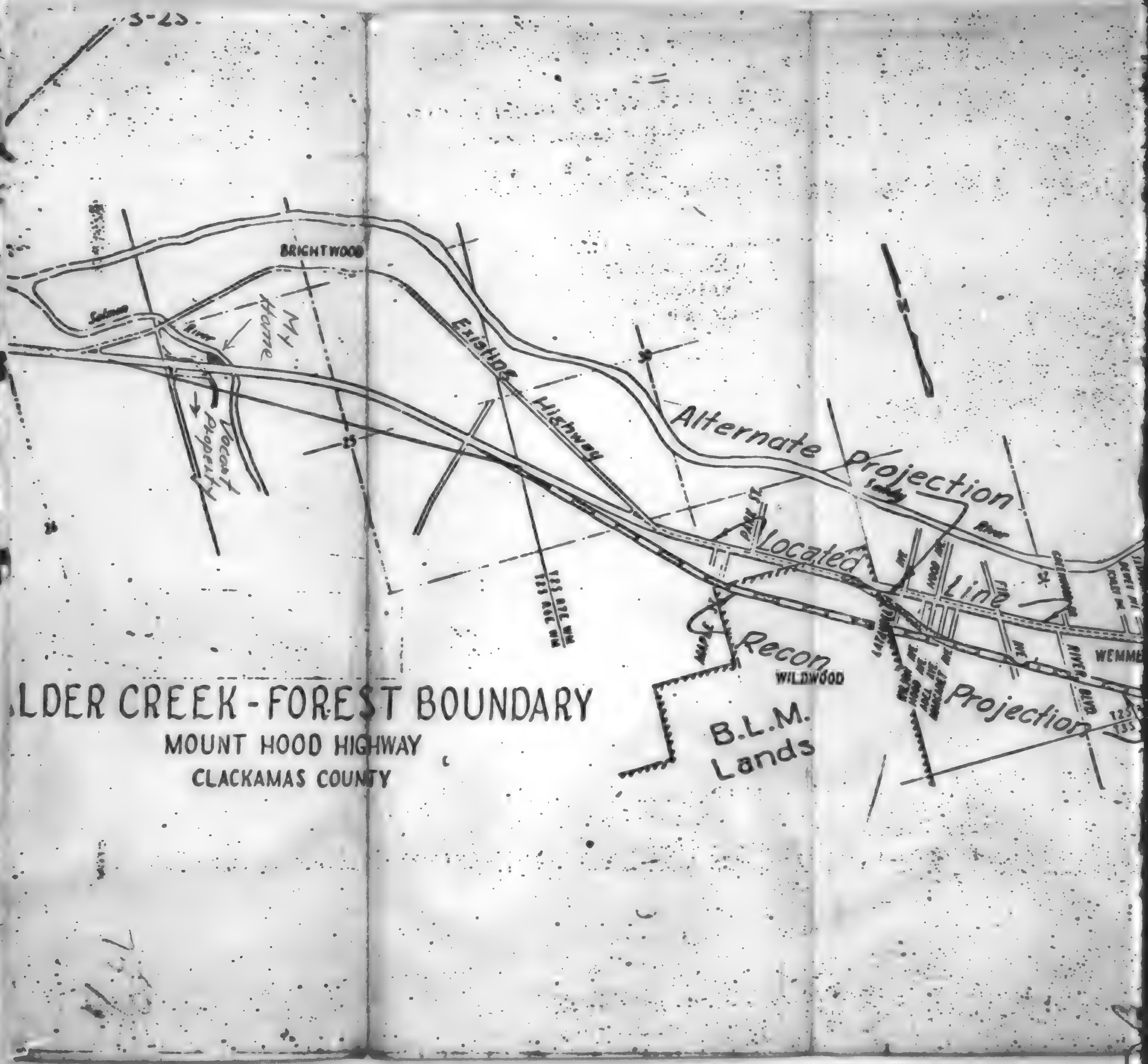
Lot 1, Christensen Subdivision, inthe County of Clackamas and State of Oregon. Recorded in Deed Book 83, Page 292.

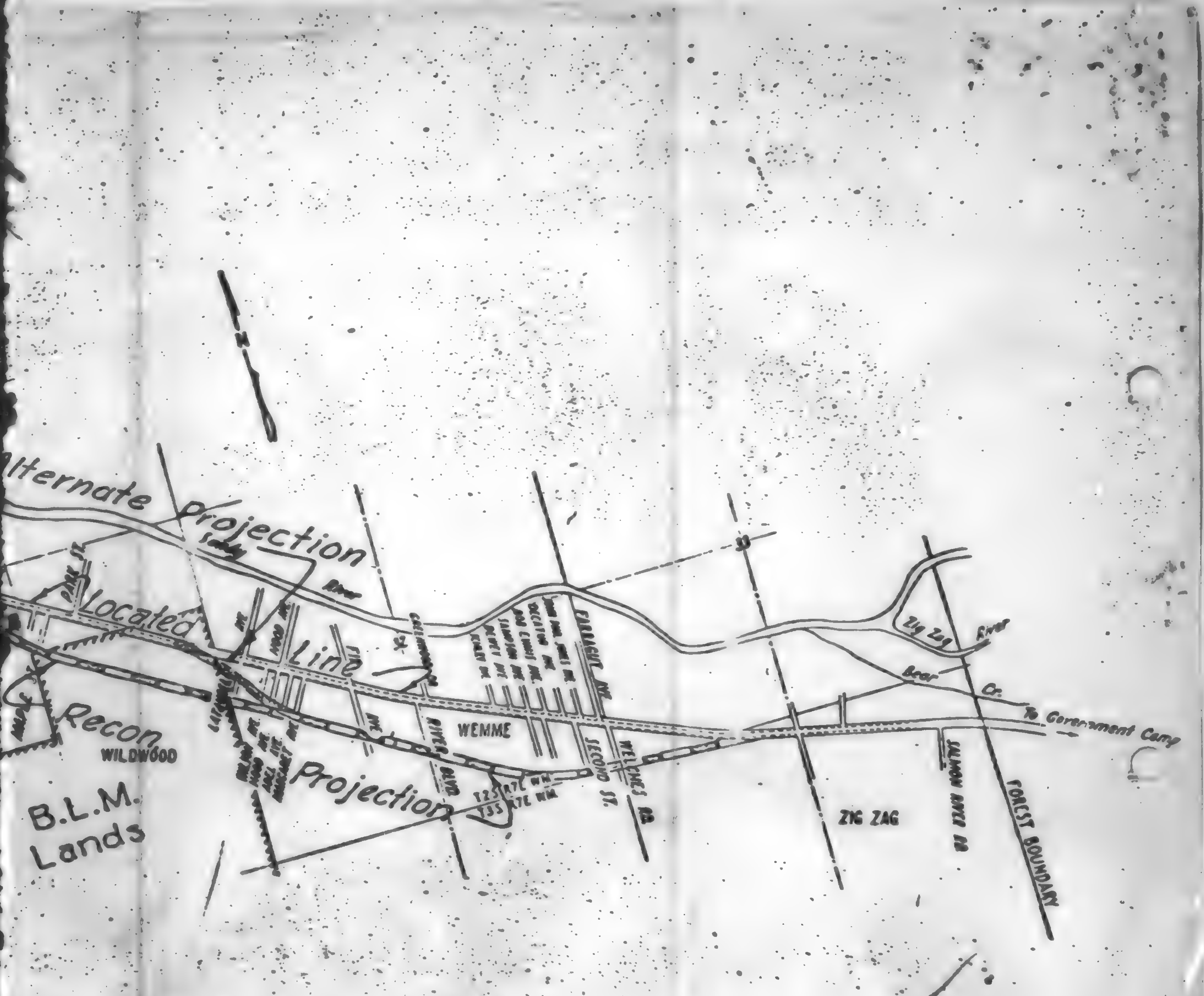
DR. TOM F. LIPSCOMB, D.M.D.
GATEWAY DENTAL CLINIC
9705 N. E. GLISAN
PORTLAND, OREGON. 97216
ALPINE 3-8474

STATEMENT February 2[illegible],1968

We, the undersigned, are neighboring home-owners of Tom F. Lipscomb, and are in agreement with his protest of the current freeway survey of Oregon (U.S.) Highway 26, at the township of Brightwood. We recommend that his request for moving the roadbed, 200 feet south of his property line, be granted without any further grievance.

William H. [illegible]	P.O. Box 201 Brightwood
[illegible]	P.O. Box 201 Brightwood
Lloyd V. Rucker	P.O. Box 14 Brightwood
J. Woodle	P.O. Box 11 Brightwood
Alma Woodle	Box 11 Brightwood
Grace L. Rucker	P.O. Box 14 Brightwood
Otis K. Elliott	Box 404 Brightwood, Ore
Terry M. Elliott	Box 404 Brightwood Ore.
Melvyn W. Dowell	P.O. Box 45 Brightwood.
Christine Dowell	P.O. Box 45 Brightwood
W. H. Morris	Brightwood
Mrs. Wm H. Morris	Brightwood Ore.

S-25
BRIGHTWOOD
Salmon
River
My Home
Vacant Property
25
Existing Highway
Alternate Projection
Sandy
River
Located Line
Recon
WILDWOOD
Projection
B.L.M. Lands
WEMME
12S
13S
LDER CREEK - FOREST BOUNDARY
MOUNT HOOD HIGHWAY
CLACKAMAS COUNTY


N
Alternate Projection
Salmon River
PARK ST.
Located Line
Recon Projection
WILDWOOD
B.L.M. Lands
WEMME
RIVER BLVD
FARRAGUT AVE.
SECOND ST.
WELCHES RD
T2S R7E WM
T3S R7E WM
Zig Zag River
Bear Cr.
To Government Camp
ZIG ZAG
SALMON RIVER RD
FOREST BOUNDARY

RECEIVED
MAR 4 - 1968

FOR FILING

F-RF-156(17)
7343

March 1, 1968

Board of County Commissioners
Clackamas County
County Courthouse
Oregon City, Oregon 97045

2.48

Gentlemen:

Reference is made to your letter of December 26, 1967, regarding the proposed improvement of a section of the Mt. Hood Highway from Alder Creek to Forest Boundary.

The section that is being considered for relocation at this time is from Alder Creek to a point west of Wemme and will not include the Welches Road crossing. Your request for a grade separation at Welches Road is still being investigated.

A service road under the Salmon River Bridge at Brightwood has been considered, and it is felt that the additional cost is not warranted. Additional property, including a home, would have to be purchased. If the service road was built under the bridge, the connection to the highway at this point would not be justified, which we feel would be an unacceptable solution.

The Bureau of Land Management and the Highway Department have discussed access to the proposed Wildwood park development and have agreed on the access to be used.

If you so desire, I will be happy to discuss these matters further with you at a mutually convenient time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien
H. S. Cox
Donald L. Trout

DEK:fw srb

Hwy 26, Clack Co.
Alder Cr.-Forest Bdry Sect.

NOTED
H. S. COX

COUNTY OF CLACKAMAS
Board of Commissioners

STAN SKOKO, Chairman
S. C. ELY, Commissioner
FRED STEFANI, Commissioner

Phone OLive 6-2641

COUNTY COURT HOUSE, OREGON CITY, OREGON 97045

RECEIVED
DEC 28 1967
ENGINEER
COUNTY & CITY DIVISION

December 26, 1967

Routing
Morgan
Detker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 29 1967
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Cy Cox

Dear Sir:

Reference is herewith made to your aerial photo of that sector of Highway 26 that is scheduled for relocation.

Please be advised that the Clackamas County Board of Commissioners respectfully requests a grade separation in the vicinity where the new proposed alignment will cross Welches Road, more specifically located in Section 9, T. 3 S., R. 7 E. This is being requested because of the extensive amount of residential development in progress in the general vicinity.

The Board of Commissioners further requests that you consider a service road underneath the Salmon River Bridge at Brightwood on the Alder Creek-Forest Boundary section of the Mt. Hood Highway. It is the opinion of this Board that in view of the minimal cost involved, the grade crossing in this location should be eliminated.

It is the further request of this Board that adequate ingress and egress be provided for the new Wildwood park contemplated being developed by the Bureau of Land Management in the Wildwood vicinity, more specifically Section 31, T. 2 S., R. 7 E. -- the part eventually to involve 320 acres of woodland recreational area.

In conclusion may we suggest the holding of public hearings on the aforementioned matter if our request appears to be unreasonable.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chairman

S C Ely
Commissioner

Fred Stefani
Commissioner

SSS/ls

RECEIVED
FEB 21
FOR F

Const
apl
Mt Hood

5p

1859
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

February 20, 1968

Mr. J. D. Chamberlain, President
Hood-Land Chamber of Commerce
Brightwood, Oregon 97011

alder Cr - [illegible]

Dear Mr. Chamberlain:

I have discussed the reconstruction of the Mount Hood Highway from Alder Creek easterly with the State Highway Engineer and am advised that scheduling of this work is contingent upon available funds which are now in sight.

Pat [illegible] called Wanda Merrill who will contact [illegible]

The Highway Engineer also informs me that if any property owner has a problem and will write to the Highway Department describing his land in some manner that it may be identified, that Department will do the best it can do to inform him as to how his property might be affected.

While there is no question as to the desirability of the project, funds, unfortunately, are not available at this time.

Sincerely,

Governor

TM:ma

bcc: Mr. Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
FEB 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

February 14, 1968

Honorable John Inskeep
Oregon State Senator
810 Center
Oregon City, Oregon 97045

Dear Senator:

As you will remember in early 1966 a presentation was made before the State Highway Commission by the Hood-Land Chamber of Commerce. At the time the Commission was ahead of schedule and you made the presentation for us.

This was for the purpose of widening U.S. 26 to a 4 lane highway from Alder Creek to Zig Zag.

We were assured at that time that this section of the highway should have top priority and that scheduling and allocation would be made in the Summer of 1966.

We now have two problems on this:

> 1. To date the route has not been finally selected leaving several businessmen in the spot of not knowing whether to go ahead on construction or not. One example is Roy Carothers of Brightwood who is building a golf course and home sites to the south of Brightwood. He has cleared his land but is unable to proceed further until he knows where the highway route will be - either through or on the edge of his land.
>
> Brightwood Supply Co., Brightwood; the Mt. Hood Properties branch office, Brightwood; the Joe Woodle Insurance Office, Brightwood; the Ed Cook Motel Brightwood and others who are east of Dr. Carothers land have no knowledge of where they stand. This has stymied real estate deals including delay by two persons who wish to buy land for motel construction. The problem has confused the voters on the building of a new school, which will be voted on again this year. The school board was of the opinion that the front of the present school would be required while others insisted the new road would be one quarter mile south of the present school.
>
> The owner of the Standard Service Station and Garage at Brightwood, Bill Hodges, and also the Richfield Station and Grocery have wondered about

their future and are not able to plan to rebuild if necessary.

All in all this is a mess and it should not take the State Highway Commission three years or more to fix the highway route.

2. Failure to establish a schedule for completion is adding to the problem of congestion which grows every day. Next summer the access road to the new Mt. Hood Meadows Winter Recreation area will be opened on an all year basis. This will mean over 1 million visitors per year to the Mt. Hood complex. Every weekend we are innundated with automobiles and bumper to bumper traffic. Its almost impossible to break onto the highway from a side road during weekends and holidays.

We have been denied stop lights to break traffic and the 50 mile speed limit is generally ignored. Accidents are increasing. Shoulders over most of the distance are non existent and there is no place to walk or park in case of car failure.

We have many children hiking, riding bicycles on the weekends and the children are endangered by impatient speeding drivers. Something has to be done and some people have called for demonstration delay of traffic on weekends by massed citizens on the road.

The highway commission has not placed a traffic counter there for years. Each year the increased traffic is estimated. When we asked for a counter we were told that none was available.

Forest Cooper, State Highway Engineer, has stated "in a letter to me dated 2-8-68, this project, while a desirable one, is not on any construction program as funds are not available at this time".

I dislike hearing the Highway Commission lie to us. We were assured of scheduling during the Summer of 1966. Evidently this was not true. Second, we were told the route would be promptly selected. It has not been selected and so far as we can find out has not even been considered by the Highway Commission.

We would like to have you look into this matter and at a date in the near future appear at a public meeting with the citizens of the Hood-Land Area.

Sincerely yours,

J. D. CHAMBERLAIN
President

RECEIVED
FEB 9 - 1968
FOR FILING

Const
R/W
Mt Hood

February 8, 1968

alder Cr - Zigzag

Mr. J. D. Chamberlain
President, Hood-Land Chamber of Commerce
Post Office Box 95
Brightwood, Oregon 97011

Dear Mr. Chamberlain:

I have your letter of February 7 in which you inquire as to the status of the reconstruction of the Mt. Hood Highway easterly of Alder Creek.

We have run into some problems in this regard, which I hope we will be able to get straightened out in the near future. In the interim, if any property owner has a problem and will write to us describing his land in some manner that we may identify it, we shall be glad to do whatever we can to inform him as to how his property might be affected.

This project, while a desirable one, is not on any construction program as funds are not available at this time. Construction funds are in very limited supply and many needed projects must be deferred.

I am sorry that I can give you nothing definite re this unit.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. V. Rulien

HOOD-LAND CHAMBER OF COMMERCE

BRIGHTWOOD, OREGON

For The Development of The Mt. Hood Recreational Area

February 7, 1968

Chairman
State Highway Commission
State of Oregon
Salem, Oregon 97310

Dear Sir:

We are requesting information as to the final selection of the new highway to replace the present U.S. 26 from Alder Creek to Zig Zag in Clackamas County.

In our appearance before the Highway Commission in May 1966 this project was considered as high priority.

However, our businessmen are not so much concerned with the date of completion as they are the selected route. The delay in this selection has resulted in setting back plans for the development of the area. New building and the sale of land have been retarded because of the lack of knowledge of the route.

The building of the Salmon River Park at Mountainair has not progressed beyond the well drilling stage because of the unknown factor of the location of the highway.

One large development of an 18 hole golf course and public housing has now been stopped after clearing because grading and landscaping can not be accomplished until the highway route is settled.

Two motel developers are holding up construction for the same reason.

Please let me know the present status of this project. Expeditious selection of the route should be made in order not to impede the normal growth of the Hood-Land area.

Sincerely yours,

J. D. CHAMBERLAIN
President, Hood-Land Chamber of Commerce
P. O. Box 95
Brightwood, Oregon 97011

RECEIVED
FEB - 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

[illegible]

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

F-RE-156(m)
7343

February 13, 1968

Mrs. Roy J. Carothers
Post Office Box 258
Brightwood, Oregon 97011

Dear Mrs. Carothers:

I have taken up the matter of reconstruction of the Mt. Hood Highway easterly of Alder Creek with the State Highway Engineer, Forrest Cooper.

Mr. Cooper advises me that they have some unresolved problems with respect to the location; however, if you will write to Mr. Cooper, giving him a description of your land so that it may be identified, he will do the best he can in advising you of how your property will be affected.

I am sure that the Highway Department will do everything it can to resolve your problem.

Sincerely,

Governor

TM:mv

bcc: Highway Department

NOTED
FORREST COOPER

[illegible]

COPY

RECEIVED
FEB 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] 13 1968
FORM 2-80 10M 10-65

Conel
r/h
Mt Hood

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 13, 1968

SUBJECT: Alder Creek-Zigzag Section
Mt. Hood Highway

To: MEMO TO THE FILE

Mrs. Roy Carothers called today and advised me that she was printing Mr. Cooper's recent letter in the next issue of her paper, which I believe is called the Hood-Land News.

Mrs. Carothers asked me what the status of the State Highway proposal was at this time. I advised her that we would make a recommendation for survey approval to the State Highway Commission in the near future. Our recommendation would follow closely the hearing line from Alder Creek to the west end of Wemme. No recommendation will be made at this time for the area from the west end of Wemme to Zigzag.

I also advised her that there had been no financing established for this highway and that the mere fact of securing survey approval as such, if obtained from the Highway Commission, does not establish construction financing.

FB Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. W. Rulien

A delegation representing the Hood-Land Chamber of Commerce came before the Commission to urge early construction on the Mt. Hood Highway from Alder Creek to Zigzag in Clackamas County. The following people were present: Mr. and Mrs. Roy Carothers, Don Chamberlin, Phil Barker, George Staggs, L. Fields, Ed Cook, Darrell Jones and Senator John Inskeep. 11:15 D

Senator Inskeep commented on the importance of the highway as an arterial connecting eastern and western Oregon, and as a route used by tourists and recreationists, particularly skiers.

Mr. Carothers presented some material concerning the use of the highway, particularly for recreation. He also commented that a new park is being constructed by the U. S. Department of Interior near Wemme.

Chairman Jackson stated that the Commission is not now in a position to program additional construction on this road because of the uncertainty of funds. He pointed out that the 1967 session of the Legislature will most likely consider proposals having to do with the amount of funds available for highway work. The cost of the work being requested, he said, is approximately $3,800,000. Consideration will be given to the project after the Legislature has determined its policy on highway funds.

CAROTHERS TO HWY 2/7

Governor Tom McCall
Salem, Oregon

Feb. 4, 1968

Dear Sir,

I am enclosing two newspaper items that speak for themselves! One item quotes you - the other is something I wrote.

I saved the item quoting your feeling regarding resort facilities because it was nice to get out and read every now and then how your thinking coincides with my husbands and mine. Just reading your statement afforded us a certain amount of encouragement.

We have been doing our best to create a lovely resort area at Brightwood, Ore. with fine co-operation from the Clackamas County Planning Commission and our County Commissioners. When it comes to the State Highway Commission we might as well be knocking our heads against a stone wall!

Is there any way to get a final decision from them regarding their plans for Highway 26 between Alder Creek and Zigzag? We are at a stand-still until they make a decision!

If you can help us in some way we would be most grateful!

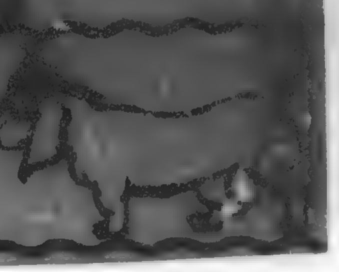
Respectfully Yours,

Marge J. Carothers

Mrs. Roy J. Carothers
P.O. Box 258
Brightwood, Oregon
97011

RECEIVED
FEB - 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Hood-Land Happenings



By the SNOOPER

That was a nice little item the "Boss Lady" (Post editor Betty Hartman) inserted on the front page of the last issue. However, it might be hard to live up to the adjectives she used in referring to this column. Lively ? Well, I'll try to be. ,but controversial - not this gal! Too rough on the disposition! Besides, right now I don't have a bone to pick with anyone - but give me time -, you never know what might develop.

Say, come to think of it - I do indeed have a beef! I'm pretty irate with the State Highway Commission.

In July of 1966 a delegation was formed by the Hoodland Chamber of Commerce to attend a hearing by the Highway Commission at Salem regarding the ten mile section of unimproved highway between Alder Creek and Zigzag. As spokesman for the group, Senator John Inskeep informed the commission of the concern felt by Hoodlanders about this hazardous stretch of Highway 26.

The Hoodland delegation was told that the matter would be placed on a "high priority" list.

The Highway Commission did hold an informal hearing at Welches Grade School (December 13, 1966) pertaining to the proposed route of the highway. Now, more than a year later - even the route is undecided! Think what would happen had we been given a "low priority"! (To anser your question: Yes indeedy. Snoop does have a personal interest in the highway situation. My True-Love and I are trying to build a golf course and develop a resort area at Brightwood. After many months of land clearing we find ourselves at a standstill. We can't do another thing until we know for sure the new section of highway won't run right through the middle of our property!) I hate to see the progress of a community held up because a few fo [illegible] can't make up their m [illegible] whether to widen the exi [illegible] highway or change the r [illegible] competely. I really don't [illegible] what they decide on - ju [illegible] they decide on something!

RECEIVED
JAN 31 1968

ERE-156(17)
7343

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1968

SUBJECT: Alder Creek-Forest Boundary
Mt. Hood Highway
Clackamas County

To: Mr. L. W. Rulien
Division Engineer
State Highway Department
P. O. Box 02157
Portland, Oregon 97202

Recently Clackamas County officials were approached concerning their acceptance of portions of the Mt. Hood Highway that we will no longer want when the proposed construction for this area is completed. A copy of their letter of reply is attached. Their basic requests are:

1. Grade separation at Welches Road.

2. A service road under the Salmon River Bridge near Brightwood.

3. Adequate ingress and egress for the contemplated park development of Bureau of Land Management near Wildwood.

We have prepared a design for a grade separation plan at Welches Road as well as an interchange plan. Right of way estimates are needed so that we may complete estimates for these plans. Copies of plans and profiles are enclosed for your use.

A service road under the Salmon River Bridge was studied some time ago and it was found that it could not be justified.

Our plans in the proposed BLM park area near Wildwood provide for a channelized intersection with a left turn lane in the 16-foot median area.

Please obtain the necessary right of way costs for estimating purposes on these plans and forward them to this office.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw
Enc.
cc F. B. Klaboe

Hwy 26, Clack Co
Alder Cr - Forest Bdry Sect.

NOTED
H. S. COX

COUNTY OF CLACKAMAS
Board of Commissioners

STAN SKOKO, Chairman
S. C. ELY, Commissioner
FRED STEFANI, Commissioner

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON 97045

RECEIVED
DEC 28 1967
ENGINEER
COUNTY & CITY DIVISION

December 26, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Cy Cox

Dear Sir:

Reference is herewith made to your aerial photo of that sector of Highway 26 that is scheduled for relocation.

Please be advised that the Clackamas County Board of Commissioners respectfully requests a grade separation in the vicinity where the new proposed alignment will cross Welches Road, more specifically located in Section 9, T. 3 S., R. 7 E. This is being requested because of the extensive amount of residential development in progress in the general vicinity.

The Board of Commissioners further requests that you consider a service road underneath the Salmon River Bridge at Brightwood on the Alder Creek-Forest Boundary section of the Mt. Hood Highway. It is the opinion of this Board that in view of the minimal cost involved, the grade crossing in this location should be eliminated.

It is the further request of this Board that adequate ingress and egress be provided for the new Wildwood park contemplated being developed by the Bureau of Land Management in the Wildwood vicinity, more specifically Section 31, T. 2 S., R. 7 E. -- the part eventually to involve 320 acres of woodland recreational area.

In conclusion may we suggest the holding of public hearings on the aforementioned matter if our request appears to be unreasonable.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

SSS/ls

RECEIVED
DEC 18 1967
FOR FILING

E-RE-156(19)
7343

December 15, 1967

Mr. Irving W. Anderson
Acting Director
Bureau of Land Management
Oregon State Office
Post Office Box 2965
Portland, Oregon 97208

Dear Mr. Anderson:

Re: Alder Creek-Forest Boundary
Mt. Hood Highway

Reference is made to your letter dated December 4 regarding our proposed improvement of the Mt. Hood Highway.

As you have suggested, we would be happy to meet with you to discuss further design details and to establish a point of access for your development. May we suggest a meeting here January 4, 1968, at 10:00 a.m. in my office. If this will not meet with your schedule, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. W. Rulien
D. L. Trout

DLT:fw srb

RECEIVED
DEC 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Oregon State Office
729 N. E. Oregon (P. O. Box 2965)
Portland, Oregon 97208

IN REPLY REFER TO:
6100 (100.3e)

.6494
DEC 5 67

DEC 4 1967

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Forest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

This is in answer to your letter of October 25 regarding the improvement of the Mt. Hood Highway from Alder Creek to Zigzag. You enclosed a map showing the relationship of a proposed route to the BLM recreation development to be made in Sec. 31, T. 2 S., R. 7 E., W.M. Oregon.

There appears to be no conflict with our plans at this time. If this study advances into a definite route selection by your agency, we suggest a meeting to discuss such matters as signing and the necessary acceleration-deceleration lanes.

Approval of a right of way for the highway relocation on these lands will be considered under applicable Departmental regulations after your application is received. We appreciate your consultation with us at this time.

Irving W Anderson
Acting

cc:
DM, Salem

Routing
Morgan
Decker
Bond
Berben
Walker
Glenn
Swan
Morelock
Trout
Olson

RECEIVED
DEC 6 1967
CONSTRUCTION
DIVISION

RECEIVED
DEC 5 - 1967
OFFICE
STATE HIGHWAY ENGINEER

Ref'd to Trout
for appropriate action
12-6-67
Irving W Anderson

T. B. Klaboe

Routing
Morgan
Pease
Morelock
Trout
Scott
Wills
Glenn
Litchfield
Swan
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 29, 1967

RECEIVED
OCT . 1967
CONSTRUCTION
DIVISION

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: U.S. Bureau of Land Management
Alder Creek-Forest Boundary Section
Mt. Hood Highway
Clackamas County
Station 772+00

The proposed South Alternate has been submitted to Salem. This alternate involves approximately 7.2 acres and the limiting of access on the B.L.M. property known as the A. J. Dwyer Memorial Roadside Preservation Area.

In discussing the property with Mr. Stanley Lester and Keith Chatterton, I am informed that the Bureau has been in contact with the Assistant State Highway Engineer Mr. Klaboe on this matter. Not knowing the extent of any prior conversations, it may be desirable for his office to make any further contact.

Mr. Chatterton, Landscape Architect, indicates that bids on a $200,000 contract will be let in November. Also that the proposed highway right of way requirements will not be involved in the present development plans.

Mr. Lester informed me that the State would spare every tree possible, hold the right of way to a minimum and if the highway was swung south from the present location, it would do so east on this property. He also stated that any proposed taking would be given close scrutiny.

Both men indicated that one access would be required. The exact location was not determined.

Unless otherwise notified, this office plans no further contact with the B.L.M. at the right of way liaison level.

RECEIVED
OCT 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CHESTER B. LIECHTY
Right of Way Liaison Agent

By M. G. McEldowney
Assistant Right of Way
Liaison Agent

MGM:vms

cc: G. E. Rohde

FORM [illegible] 10M [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 25, 1967

Mr. Archie D. Craft, State Director
Bureau of Land Management
Post Office Box 2965
Portland, Oregon 97208

Dear Sir:

The Oregon State Highway Department has been making a survey for the improvement of the Mt. Hood Highway from Alder Creek easterly of Sandy to the Forest Boundary at Zigzag. At a public hearing several months ago, opposition was received to our plan to improve the existing road from Wemme to Zigzag. This prompted a study for an alternate route to the south of the existing highway in this area.

Our survey for this route is now complete and the enclosed map shows what effect this route would have on the Bureau of Land Management land under development. On this map is an indication of our right-of-way requirements and the limits of necessary clearing for our actual construction. We have not shown your access as we wanted to plan it with your development.

We solicit your approval or comments on this plan as it affects the BLM land and development. A location for your access is necessary so it can be incorporated into our design. We will be glad to meet with you on this matter if you desire.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

enc.

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. W. Rulien (with enc.)
D. L. Trout

Routing
Morgan
Darke
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 2 3 1967
CONSTRUCTION
DIVISION

RECEIVED
DEC 8 - 1967
FU[illegible]

E-RF-156(17)
7343

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Oregon State Office
729 N. E. Oregon (P. O. Box 2965)
Portland, Oregon 97208

IN REPLY REFER TO:
6100 (100.3e)

.6494
DEC 5 67

DEC 4 1967

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Forest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

This is in answer to your letter of October 25 regarding the improvement of the Mt. Hood Highway from Alder Creek to Zigzag. You enclosed a map showing the relationship of a proposed route to the BLM recreation development to be made in Sec. 31, T. 2 S., R. 7 E., W.M. Oregon.

There appears to be no conflict with our plans at this time. If this study advances into a definite route selection by your agency, we suggest a meeting to discuss such matters as signing and the necessary acceleration-deceleration lanes.

Approval of a right of way for the highway relocation on these lands will be considered under applicable Departmental regulations after your application is received. We appreciate your consultation with us at this time.

Irving W. Anderson
Acting

cc:
DM, Salem

Ref'd to Trout
for appropriate action
12-6-67

NOTED
F. B. KLABOE

RECEIVED
DEC 5 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
NOV [illegible] - 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-RF-156(19)
7343

November 3, 1967

.422

Dean Vincent, Inc.
333 S. W. Park Avenue
Portland, Oregon 97205

Attention Mr. C. Kaske, Business Investments

Gentlemen:

Referring to your letter of November 1, 1967, concerning a change in alignment for a portion of the Alder Creek-Forest Boundary Section of the Mt. Hood Highway, please be advised that the matter remains undecided.

It is true that we have been studying such a change but circumstances beyond our control have prevented completion. Federal agencies are involved in the determination of the position of the change. More significant, however, are the necessary funds for rights of way and construction which are not available. Until such a project has been approved by the Highway Commission for rights of way, a survey is just a study. Construction monies are especially uncertain at this time and we are unable to predict the outcome.

Very truly yours,

Forrest Cooper,
State Highway Engineer

By F. D. Morgan
F. D. Morgan,
Construction Engineer

FDM-JBM:na
bc: F. B. Klaboe

RECEI[illegible]
[illegible] 3 1967
OFFICE
STATE [illegible]

NOTED
F. B. KLABOE

BUSINESS OPPORTUNITIES
COMMERCIAL PROPERTIES
INCOME PROPERTIES

DEAN VINCENT, inc.

333 S.W. PARK AVENUE
PORTLAND, OREGON 97205
TELEPHONE 228-3181

.6306
NOV 2 67

REFERRED TO
admin
BY SECRETARY

November 1, 1967

Klaboe

Chief Locating Engineer
State of Oregon
State Highway Dept.
Salem, Oregon 97310

Gentlemen:

I have been writing to your Department ever since June 17, 1966 incquiring about the proposed road change if any, on the Alder Creek Forest Boundry Section of the Mt. Hood Highway and I certainly would appreciate information on this matter as we are still trying to consumate a sale of this property or at least a half interest of the estate or the property.

Sincerely yours,

DEAN VINCENT, INC.

C. Kaske

C. Kaske
Business INvestments

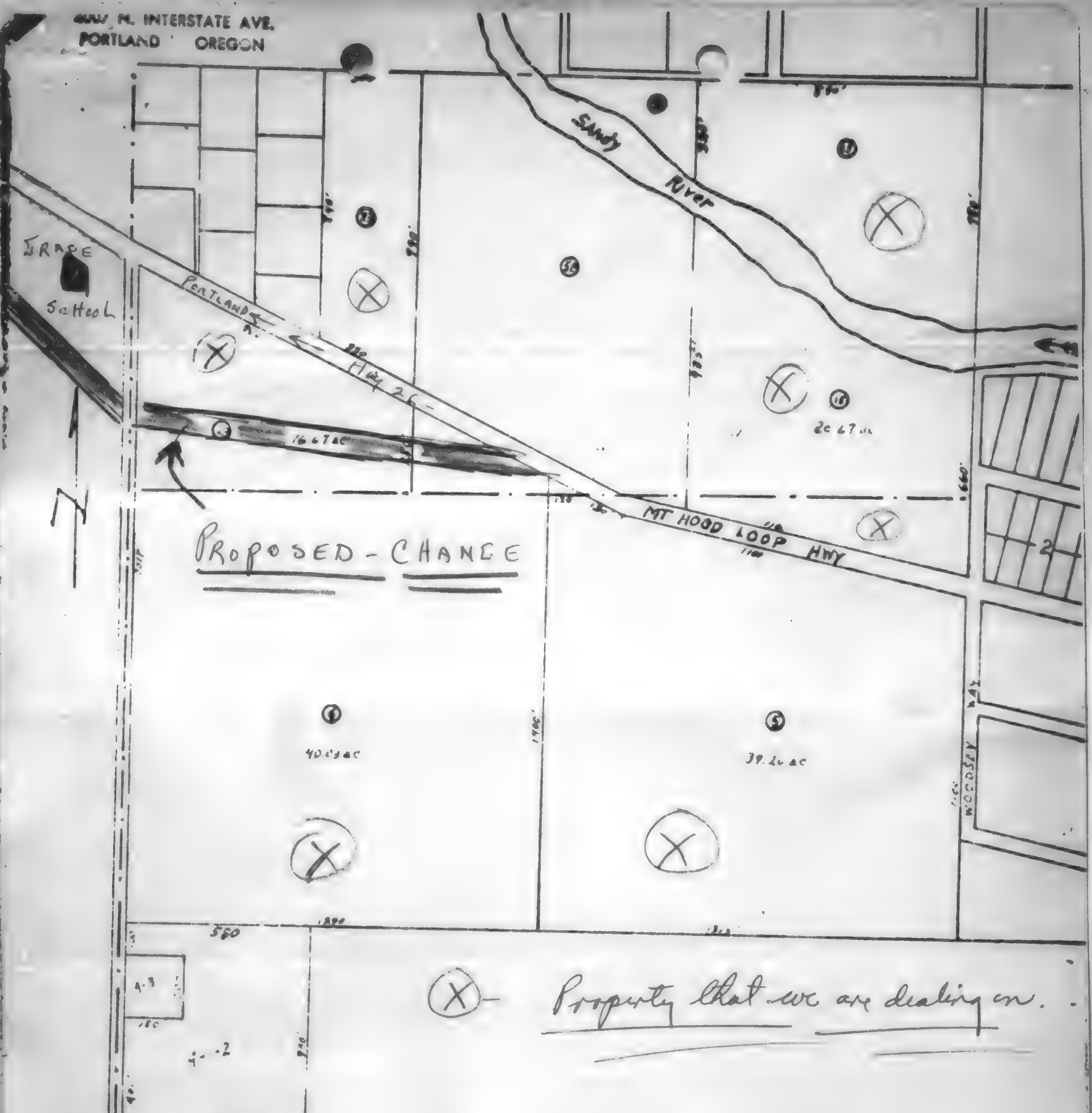
CK:kw
Map Enclosure
cc: F. D. Morgan
Forrest Cooper
Mr. Moorelock

2 1967

Morgan handled
11-3-67

RECEIVED
NOV 2 1967
OREGON
STATE HIGHWAY COMMISSION

[illegible] N. INTERSTATE AVE.
PORTLAND OREGON



(X) - Property that we are dealing in.

Tax Lot #15 - Secti[illegible] 33, T2S, R7E, W.M.	26.67
Tax Lot #23 - Section 33, T2S, R7E, W.M.	16.67
Tax Lot # 5 - Section 4, T3S, R7E, W.M.	39.26
Tax Lot # 6,- Section 4, T3S, R7E, W.M.	40.03
Total Acreage	122.63

Mt Hood Golf Course

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section ALDER CREEK - FOREST BOUNDARY Highway Mt. Hood (FAR 24) County Clackamas Prefix 3-1454

Res. Engr. ____________ Approx. Length ______ Miles. Sta. 454± to Sta. B.P.R. 917+ (L 888±) Date 10-2-67

Truck A.D.T. 316 Traffic Coefficient 9.3 18 kip s.a. per day 221.4.

Annual Precipitation 84"± (Brightwood) Frost Penetration ---------.

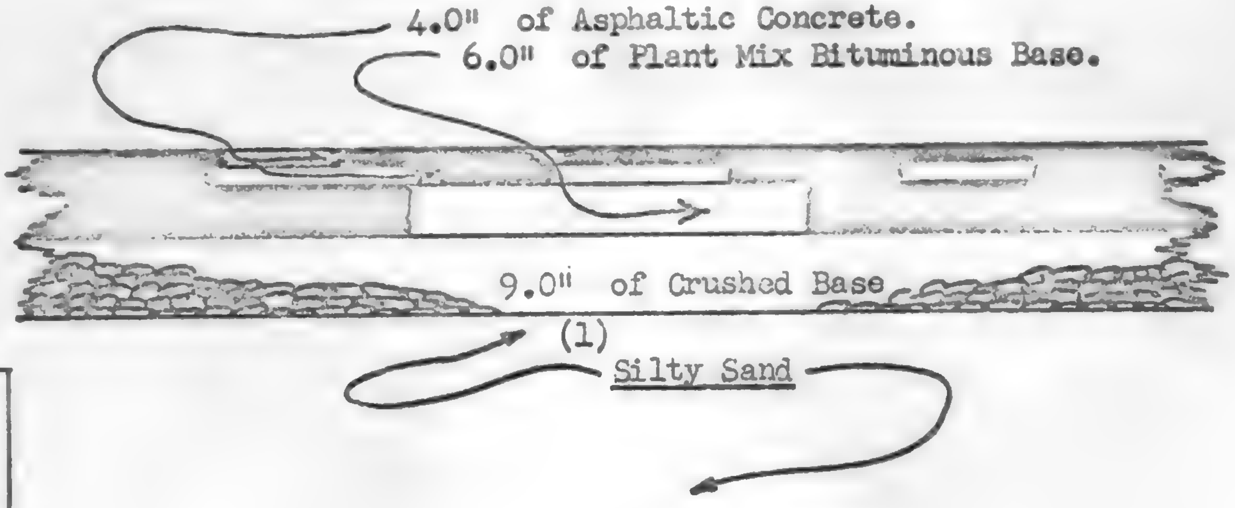
CBR Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	11.0	6.0	P.M.B.B.
	9.0	9.0	Cr. Base
28.0	28.0	19.0	

DEC... OCT 6 - 1967

10-2-67

(1)
Typical Soil
55 LL
PI
88 %P 10
53 %P200
11 %Gravel
12 %C Sand
23 %F Sand
41 %Silt
13 %Clay
16 "R" Value

NEW WORK



4.0" of Asphaltic Concrete.
6.0" of Plant Mix Bituminous Base.
9.0" of Crushed Base
(1)
Silty Sand

10-3-67

AASHO CLASSIFICATION:
A-5 (5)

MATERIAL SOURCES:
To be determined by the Engineer.

RECEIVED APR 6 - 1970 FOR FILING

FRE-156(19)
7343

NOTED F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer

Submitted by ____________ for Staff Assistant

Recommended by J. E. Wilson
Asst Engineer of Materials

Recommended by ____________
Asst Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ___ Pages

Section ALDER CREEK - FOREST BOUNDARY Highway Mt. Hood (FAR 24) County Clackamas Prefix 3-1454

Res. Engr. _____ Approx. Length _____ Miles. Sta. 454± to Sta. L 888± B.P.R. 917+ Date 10-2-67

Truck A.D.T. 316 Traffic Coefficient _____ 18 kip s.a. per day 221.4.

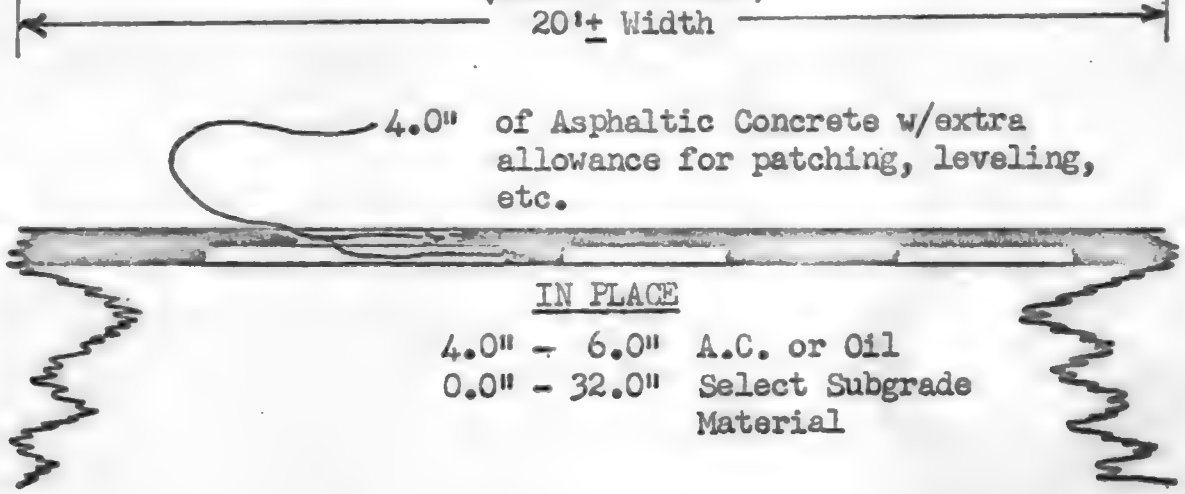
Annual Precipitation 84"± (Brightwood) Frost Penetration - - - - - - - - - -.

(1)
Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
l "R" Value (Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

EXISTING ROADWAY
(Where Utilized)
20'± Width



4.0" of Asphaltic Concrete w/extra allowance for patching, leveling, etc.

IN PLACE
4.0" - 6.0" A.C. or Oil
0.0" - 32.0" Select Subgrade Material

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	IN PLACE	Average	
	7.0	4.5	A.C. or Oil
	12.5	25.5	S.S.M.
28.0	27.5	34.0	

ALDER CREEK - FOREST BOUNDARY
Mt. Hood Highway (FAR 24)
Clackamas County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
90 - 240	3.5"	3.0"	- - -	13.0"	25.5"	19.5"
30 - 90	3.5"	- - -	2.0"	13.5"	22.5"	19.0"
8 - 30	3.0"	- - -	2.0"	11.5"	19.5"	16.5"
1 - 8	2.0"	- - -	2.0"	10.5"	16.5"	14.5"
Cars Only	2.0"	- - -	2.0"	6.0"	12.0"	10.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

"NEW WORK"

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

"EXISTING ROADWAY CREDITS"

1.0" A.C. or Oil = 1.5" Crushed Base
1.0" Selected Subgrade Material = 0.5" Crushed Base

SECTION: ALDER CREEK - FOREST BOUNDARY
HIGHWAY: Mt. Hood
COUNTY: Clackamas

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1966 Present ADT 3950 (Total)
B. 1986 Future ADT 7500 (Total)
C. Mean ADT 5725 $\left(\frac{A+B}{2}\right)$
D. Design Period 20 Years
E. No. of lanes 4
F. Percent Trucks 10 (ADT Basis)
Log Trucks = 30
G. Trucks (in one direction) $\frac{F}{2}$= .05 x (C) 5725 = 286
Total = 316
H. % Trucks in Design Lane 100 %
I. Trucks in Design Lane (G) 316 x (H) 100 % = 316

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where $K = 4.669$
= 9.3

SECTION: ALDER CREEK - FOREST BOUNDARY
HIGHWAY: Mt. Hood
COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good ______ Fair X Poor ______
Remarks: ______

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable

13. Traffic Safety: See remarks

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as a portion of the existing roadway will be utilized and A.C. is more desirable for this type construction.

RECEIVED
OCT 12 1967

FOR [illegible]

E-RF-156(17)
7343

V

[illegible] 22657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 29, 1967

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

1422

SUBJECT:
U.S. Bureau of Land Management
Alder Creek-Forest Boundary Section
Mt. Hood Highway
Clackamas County
Station 772+00

The proposed South Alternate has been submitted to Salem. This alternate involves approximately 7.2 acres and the limiting of access on the B.L.M. property known as the A. J. Dwyer Memorial Roadside Preservation Area.

In discussing the property with Mr. Stanley Lester and Keith Chatterton, I am informed that the Bureau has been in contact with the Assistant State Highway Engineer Mr. Klaboe on this matter. Not knowing the extent of any prior conversations, it may be desirable for his office to make any further contact.

Mr. Chatterton, Landscape Architect, indicates that bids on a $200,000 contract will be let in November. Also that the proposed highway right of way requirements will not be involved in the present development plans.

Mr. Lester informed me that the State would spare every tree possible, hold the right of way to a minimum and if the highway was swung south from the present location, it would do so east on this property. He also stated that any proposed taking would be given close scrutiny.

Both men indicated that one access would be required. The exact location was not determined.

Unless otherwise notified, this office plans no further contact with the B.L.M. at the right of way liaison level.

NOTED
F. B. KLABOE

RECEIVED
OCT 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CHESTER B. LIECHTY
Right of Way Liaison Agent

By M. G. McEldowney
Assistant Right of Way
Liaison Agent

MGM:vme

cc: G. E. Rohde

RECEIVED
APR 27 1967

FOR FILING

F-RF-156(17)
7343

April 26, 1967

Mr. W. S. Collier, President
Mt. Hood Country Club, Inc.
Post Office Box 5
Brightwood, Oregon 97011

Dear Mr. Collier:

Reference is made to my letter to you of February 8 concerning a proposal to construct a service road underneath the Salmon River Bridge at Brightwood on the Alder Creek-Forest Boundary Section of the Mt. Hood Highway. In that letter I advised you that we would investigate your proposal and contact you in the future.

We have now completed the investigation. To provide the minimum-type facility that the Oregon State Highway Department would be allowed to build would cost the State an additional $17,000. Under the circumstances, we cannot justify the proposal.

Since receiving the original petition signed by some 60 people, we have also received a petition from Messrs. Otis N. Elliott, Lloyd V. Karker and Dr. Thomas F. Lipscomb and 54 other people asking that we do not construct the road proposed in the original petition. Fifteen of the signatures contained in the second petition were also on the first one.

We respectfully suggest that if there is community interest in such a facility, consideration be given to requesting a permit for the construction of the roadway at such time as the highway has been completed. I cannot assure you that such a permit would be issued but I am certain that the State Highway Commission would give it every consideration.

Mr. W. S. Collier
Page two
April 26, 1967

If there is further information needed on this matter, please advise and we will do our best to supply it as early as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arh

cc: The Honorable Stan Skoko, Chairman, Clackamas County Board of Commissioners
Mr. Edwin A. Phillips, 6400 N. W. Cornell Road, Portland
Mr. Otis M. Elliott, 11616 N. E. Fremont, Portland
Dr. Thomas F. Lipscomb, 9705 N. E. Glisan, Portland
Mr. Lloyd V. Karker, Box 64, Brightwood, Oregon

bc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. W. Rulien
V. D. Wolfe - 5282

APR 26 1967

FOR FILING

F-RF-156(19)

1343

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1967

SUBJECT: Alder Creek-Forest Boundary
Mt. Hood Highway
Clackamas County

To: Mr. L. W. Rulien
Division Engineer
State Highway Department
P. O. Box 02157
Portland, Oregon 97202

Enclosed please find a print of a mosaic showing a proposed line revision in the Wildwood to Wemme area. The line selected from the Hoodway Cafe to Wildwood is the green one shown on the mosaic. Please prepare a location survey for this alternate location all the way from where it leaves our present location near Wildwood to where it returns to our present location easterly of Welchs Road. The alignment on this mosaic is to be used as a guide only. Our basic control on this route is to take as little of the BLM land as possible, to go no further south than necessary to miss the built up areas and to miss the school property. These controls should be followed in the location. The location through the BLM land should not be moved any further south than as shown on this mosaic. This alignment has been discussed with the BLM officials and we have assured them we will take the least amount of their land that we possibly can.

The typical section should be four 12-foot travel lanes, 10-foot shoulders and a standard ditch section. The median should basically be 4-foot except at the channelized areas and there a 16-foot median should be used. Channelizations should be provided for at each end of this alternate to connect to the old pavement. Channelizations will also be needed at the major cross roads.

This alternate route has not been adopted by the Highway Department. Any inquiries from the public should be answered by telling them that this is a route under study only due to suggestions at the public hearing. The field crews should be instructed to answer in this manner.

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By Donald L Trout
Donald L. Trout
Rural Engineer

DLT:fw
Enc.
cc F. B. Klaboe

RECEIVED
APR 6 - 1970
FORM E-20 30M 10-65

FOR FILING

F-RF-154(19)
4343

Morgan M
Decker
✓

RECEIVED
CONSTRUCTION
DIVISION

E
Scott

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 21, 1967

SUBJECT: Alder Creek-Forest Boundary Sec.
Mt. Hood Highway

To: Mr. F. D. Morgan
Construction Engineer
Salem

REFERRED TO
Barbee
By Construction Engineer

Attention: Mr. D. J. Barbee

You will recall receipt of copies of a petition from residents in the Country Club Lane area near Brightwood on the subject project immediately west of our proposed crossing of the Salmon River. This petition was submitted by residents of the area requesting that access be provided for a frontage road type access under the westerly end of the Salmon River Bridge. Following investigation of the possibilities for such a road and designation of the necessary right of way for its construction, I was contacted by Messrs. Otis N. Elliott, Lloyd V. Karker, and Dr. Thomas F. Lipscomb of Brightwood with regard to the damages to adjacent properties which would be done by the construction of this road. They had all signed the original petition and had misgivings after they had seen the results of the enlarged right of way. They indicated that the proposal was not what had been presented to them at the time of signing the original petition and stated that many of the other signers felt the same way. They asked, then, what remedial action could be taken, and I suggested to them that since they had all signed the original petition for construction of the road they should submit a new petition to remove their names from the original document. This they have done, and I am forwarding a new petition recommending that the access road not be built, which is signed by 57 local residents. I believe most, if not all, of these signers were signers of the original petition, and it would appear that at least a small majority of persons in the area do not wish the road to be constructed under the bridge. Please note that one copy of this petition was mailed directly to Mr. Cooper and another copy submitted to the Clackamas County Court in Oregon City.

I recommend that consideration be given to this petition if possible.

L. W. Rulien
Division Engineer
by
C. T. Keasey
C. T. Keasey
Assistant Division Engineer

REFERRED TO
Frost
Asst. Const. Engr.

CTK:lh
Enc

Check signatures for number on original.
B.

Brightwood, Oregon
April 17, 1967

State of Oregon Highway Department
Salem, Oregon

Atten: Mr. Forrest Cooper, Highway Engineer

Gentlemen:

Confirming discussions in your offices on McLoughlin Boulevard in Portland, Oregon on February 14, 1967 between Mr. C. T. Keasey, Asst. Division Engineer and Messrs. Otis N. Elliott, Lloyd V. Karker and Dr. Thomas F. Lipscomb of Brightwood, Oregon, we, the undersigned property owners and residents of Brightwood, Oregon, refer you to that certain petition dated December 16, 1966 and sponsored by Mr. W. S. (Jack) Collier, and which, at the time presented to the undersigned property owners and residents of Brightwood, Oregon for affixing our signatures thereto, was for the express purpose of providing a simple underpass beneath the west end of the proposed highway bridge across the Salmon River as an access media for property owners and residents living south of the proposed highway to travel to and from the town of Brightwood, Oregon via an existing private road known as Country Club Road.

Now, be it herewith declared and made known by the undersigned, many of whom were signers to the petition referred to above, that certain other provisions were added as supporting detail to said petition subsequent to affixing our signatures thereto, and having been so added without exercising the right of referendum to the signers for their approval prior to the filing of said petition with the State of Oregon Highway Department in Salem, Oregon; and whereas such additions will result in unnecessary encroachment to and severe loss of home properties detrimental to existing home owners located along said existing private road known as Country Club Road; and whereas the undersigned property owners and residents of Brightwood, Oregon would not have signed said petition had the above referred to added provisions been made known to us prior to the signing and filing of said petition, we herewith ask that our signatures be stricken therefrom.

We, the undersigned property owners and residents of Brightwood, Oregon, herewith further petition the State of Oregon Highway Department as follows:

That the highway crossing for direct access to the town of Brightwood, Oregon for the use of property owners and residents located south of the proposed highway be provided as specified in your original drawings, which will result in little, if any, encroachment on existing home properties and, at the same time, will preclude (1) the expense to the State of Oregon Highway Department and the tax payers for the construction of an underpass beneath the west end of the proposed Salmon River bridge; (2) the acquisition of additional properties from existing home owners for an access road to connect with said underpass; (3) the construction, paving and maintenance of said access road and (4) the loss of and severe encroachment damage to existing home owner properties resulting from items (1), (2) and (3) above. We also bring to your attention that there are approximately eight fulltime family residents living in the area south of the proposed new highway, the remainder being weekend or vacation cottages. Accordingly, we do not believe there is sufficient justification for the acquisition of additional properties from existing choice riverfront homes for the construction of an underpass and the construction, paving and maintenance of a State owned access road north of the proposed highway to serve such a limited number of people.

(continued)

We further respectfully state that the crossing provided in your original drawing of the proposed highway through this particular area is a more practical and central location to serve all the people affected, and that it will be more in keeping with both the type of highway being constructed and other crossings planned or already in existence at other locations along the highway through this general area.

We respectfully request your acceptance of the conditions and considerations expressed in this petition and that it be made a part of your official records and files on this subject.

Copies sent to:
State of Oregon Highway Department - Salem, Oregon
State of Oregon Highway Department - Portland, Atten; Mr. C. T. Keasey, Asst. Div. Engineer
Clackamas County, Oregon City
Copies retained for:
Legal Counsel for property owners directly affected.
Clackamas County District Attorney's Office

57 signatures
15 on first

D. A. Monaghan
Arthur R. Jonsrud
Thomas Hallam
Otis K. Elliott
Tacy M. Elliott
John N. Elliott
Penny Cowan
J. C. Cowan

Eva Lupin L. Cowan
Lucille Allen
Leona M Small
Iore Winterrowd
Cheryl Smith
Mrs. L. L. Hallam
Donald F. [illegible]
Janet L. Smith

Lloyd V. Karker
Grace I. Karker

(continued)

RECEIVED
APR 6 - 1970
FOR FILING

E-RF-156(19)

7343

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1967

SUBJECT: Alder Creek-Forest Boundary
Mt. Hood Highway
Country Club Lane

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Several weeks ago we discussed Country Club Lane and whether or not it should be connected to our proposed relocation of the Mt. Hood Highway at grade or if it should be realigned under the proposed Salmon River Bridge as suggested in a petition presented by property owners in the area.

Since then, I have received from the field more information concerning this road. A copy of this information is contained in the attached letter from the Resident Engineer. Also attached is a print of a quad sheet showing Country Club Lane and our proposed highway relocation and drawings showing the at grade connection and the alternate realignment under the bridge. The alternate plan under the bridge costs approximately $17,000 more than the original plan.

Your recommendation on this matter is requested so the appropriate plan may be incorporated into the job.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw
Attach.
cc L. W. Rulien

RECEIVED
APR 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 30, 1967

SUBJECT: Alder Creek-Forest Boundary
Mt. Hood Highway
Clackamas County

To: Mr. L.W. Rulien
Division Engineer
Portland, Oregon

Attention: Mr. C.T. Keasey

In reply to your request for answers to Mr. Trout's questions concerning the Country Club Lane area just westerly of the Salmon River crossing on the subject project, the following has been determined:

As shown on the enclosed plats of surveys, obtained from the County Engineer, the road splits approximately 230 feet south of the section corner, forming a loop to the south. The road follwing the section line having a width of 16.5 feet and the one nearer the river being 50 feet wide. According to the County Engineer this is a Public Road having been dedicated but not recorded. Easements for the right of way should show in the vested deeds for the adjacent property. The County does not maintain this road.

There is a narrow, roughly graded road from the west intersecting the road that parallels the section line approximately 1000 feet south of the section corner. There have been four houses constructed along this road and one of the owners stated that several more are planned to be built in the near future. This area is known as Brightwood Acres.

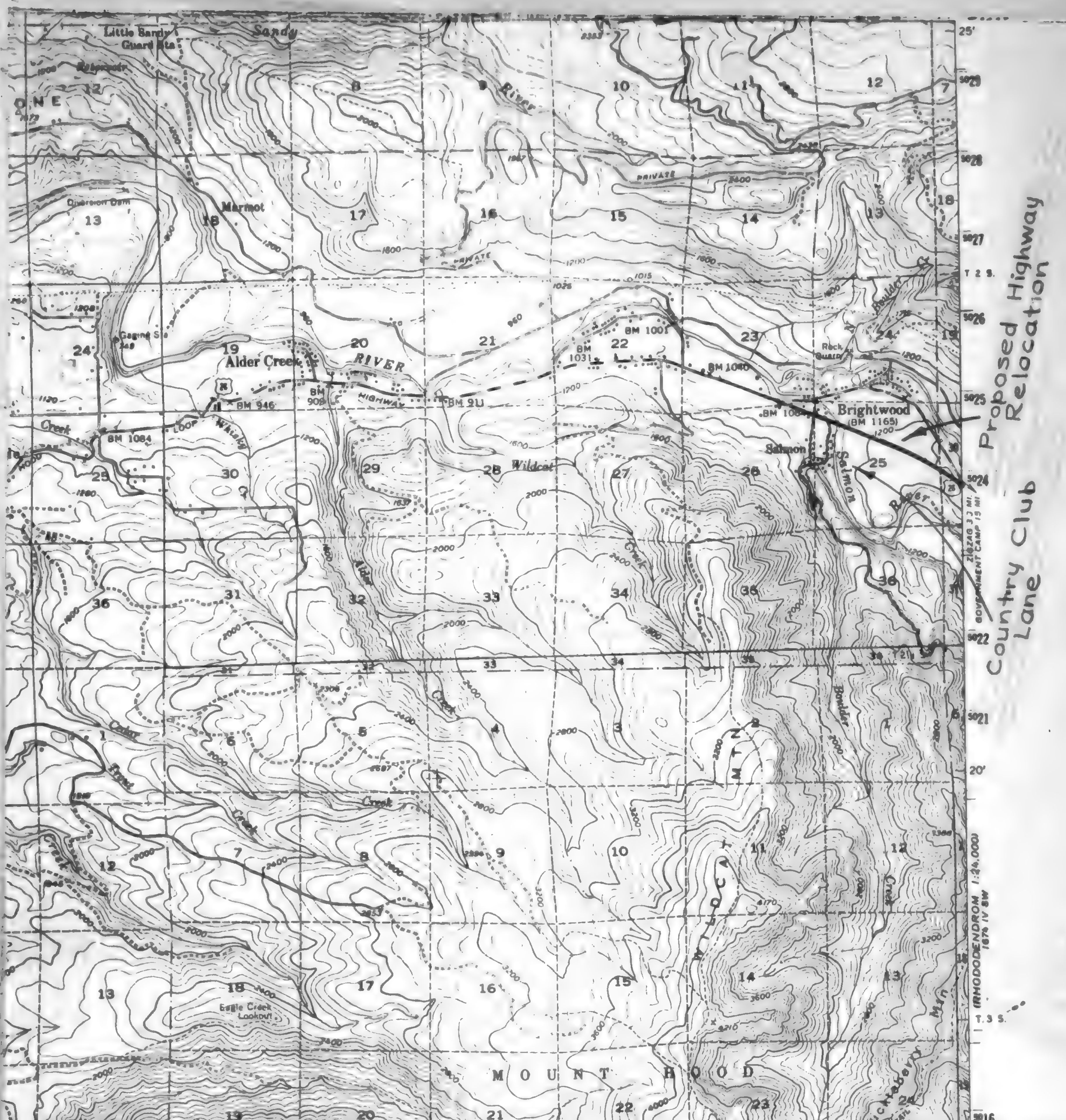
There are a total of 47 existing dwellings that are served by these roads and whose only access is to the highway near the section corner. 39 of these houses are located southerly of the proposed crossing.

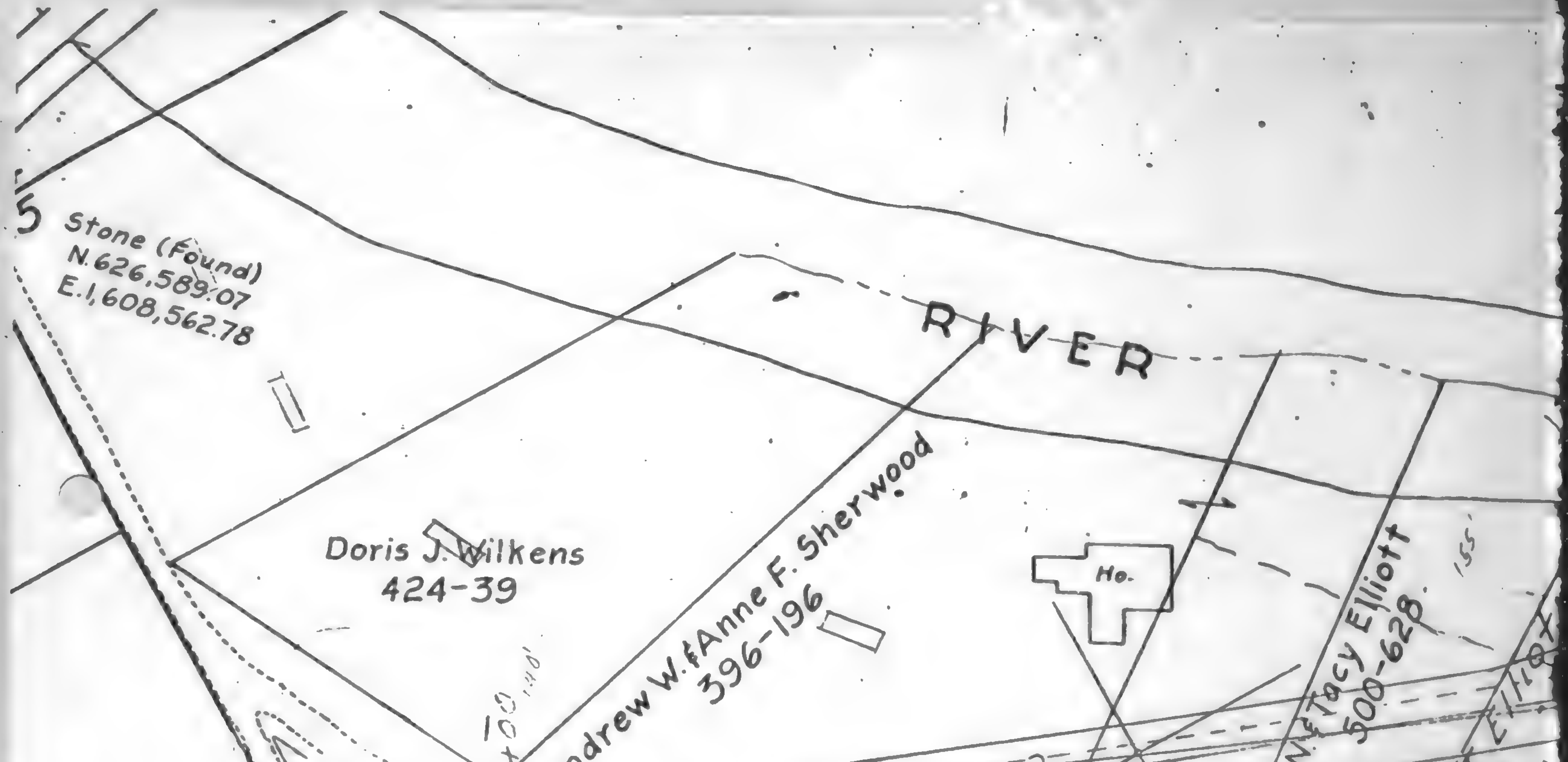
Roy W. Pyle

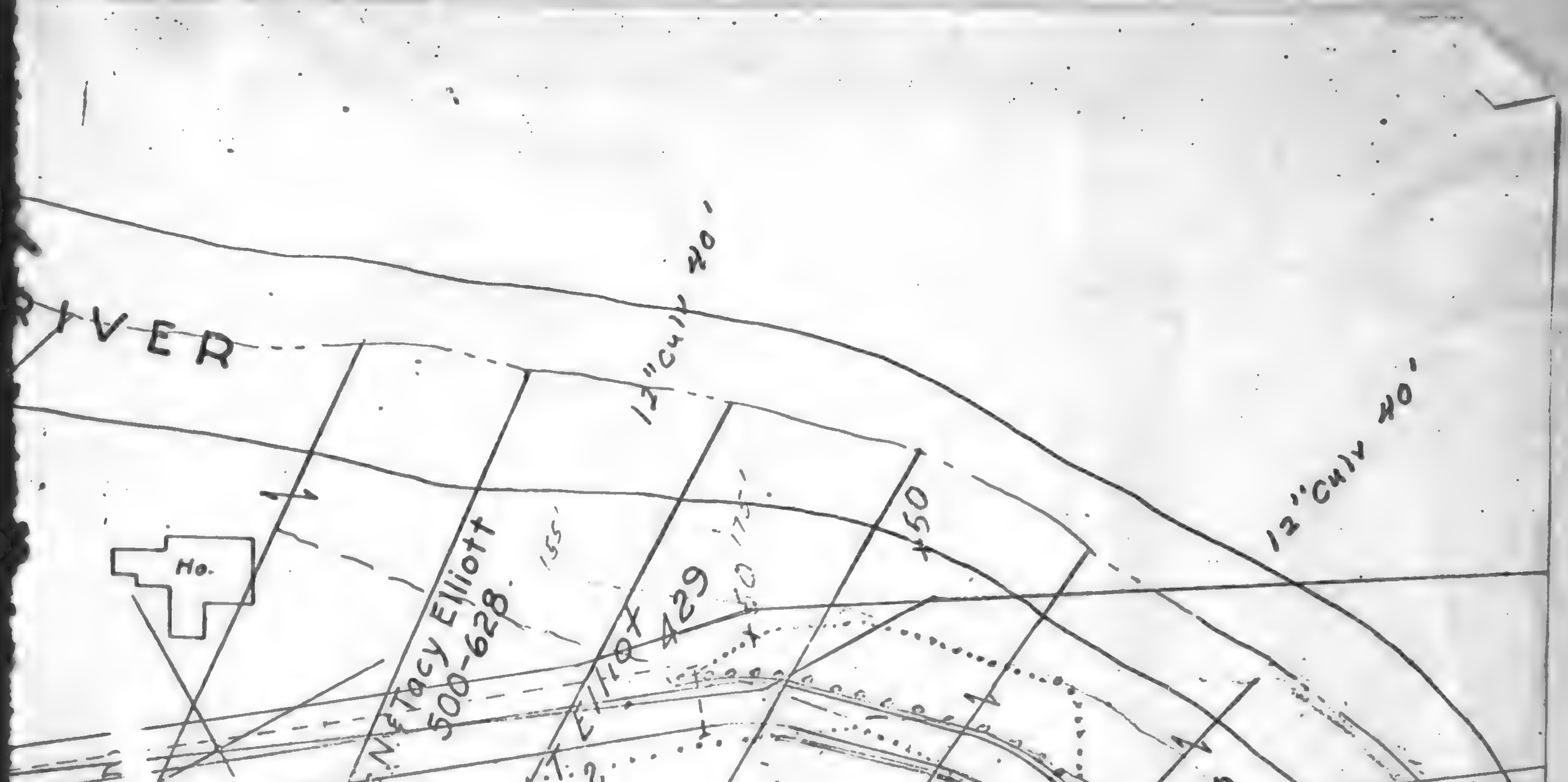
Roy W. Pyle
Resident Engineer

☐ DE ☐ ADE ☐ ADE ☒ OE
MAR 31 1967
☐ TE ☐ UE ☐ DES

RECEIVED
APR 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER


Proposed Highway Relocation
Country Club Lane
Little Sandy Guard Sta.
Sandy
River
Marmot
Diversion Dam
Alder Creek
RIVER
HIGHWAY
BM 946
BM 909
BM 910
BM 1031
BM 1001
BM 1040
BM 1084
Brightwood
(BM 1165)
Salmon
Rock Quarry
Boulder
Wildcat
Alder
Creek
Cedar
Trout
Whisky
Eagle Creek Lookout
MOUNT HOOD
NATIONAL FOREST
Old Baldy
WILDCAT MTN.
Huckleberry Mtn.
Eagle
Sandy
PRIVATE
T. 2 S.
T. 3 S.
ZIGZAG 3.3 MI.
GOVERNMENT CAMP 19 MI.
(RHODODENDRON 1:24,000)
1674 IV SW
25'
20'


5
Stone (Found)
N.626,589.07
E.1,608,562.78
RIVER
Doris J. Wilkens
424-39
Andrew W. & Anne F. Sherwood
396-196
Ho.
Otis N. & Tacy Elliott
500-628
Elliott
562
155
2
3
4
660
+50
112'
130
150
180
200
+00
G.
Ho.
Original Plan
$17,000
12" Culv


RIVER
12" Culv 40'
12" Culv 40'
Ho.
Otis N. & Tacy Elliott
500-628
Elliot
562-429
155
+50
4
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6
A.W. & Anne F. Sherwood
395-289
7
665
131
Goldie E. Starr
433-716
John D. &
8
12" Culv 60'
Darrell D. & Hazel H. Marks
437-361
9
10
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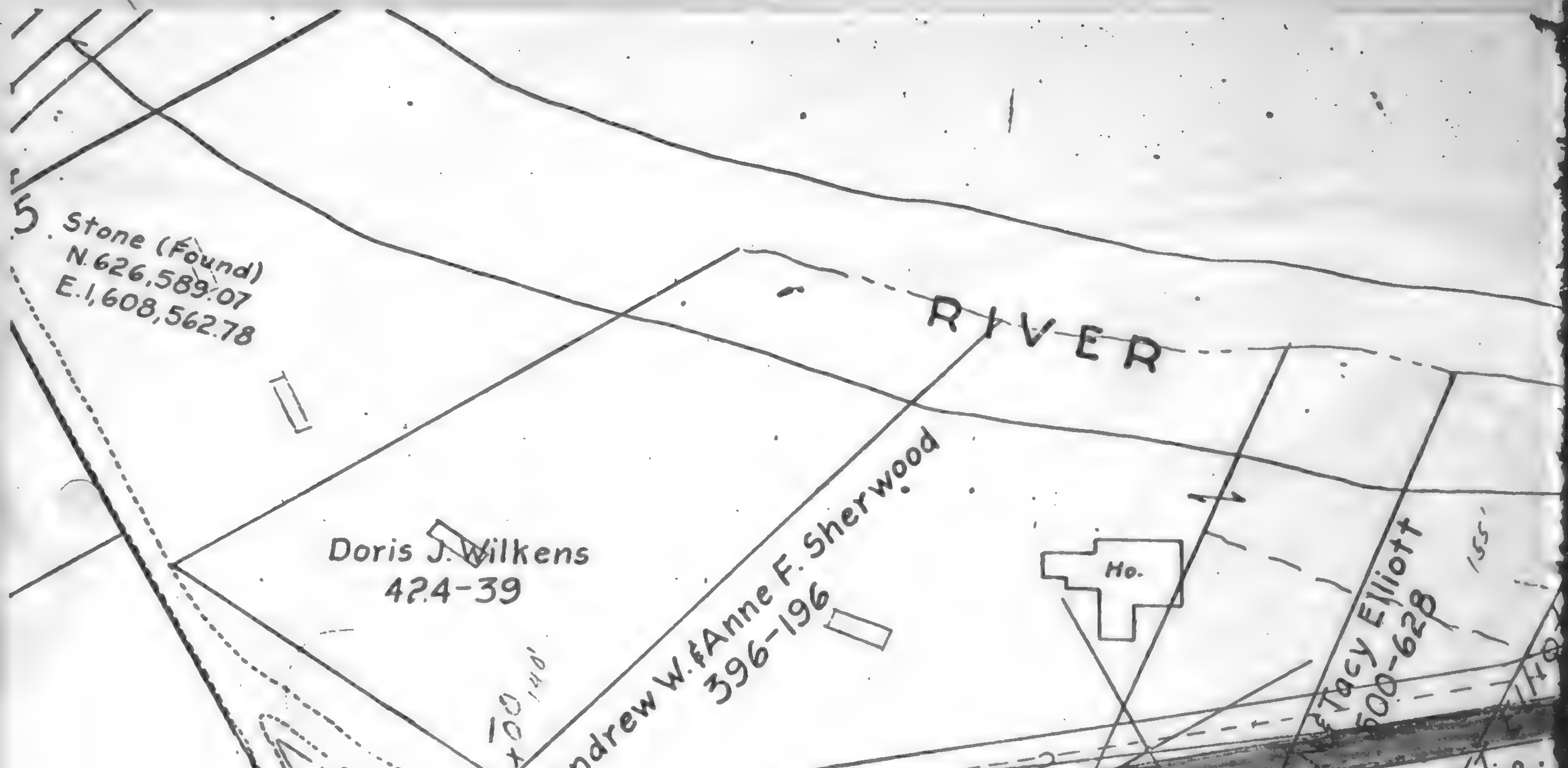
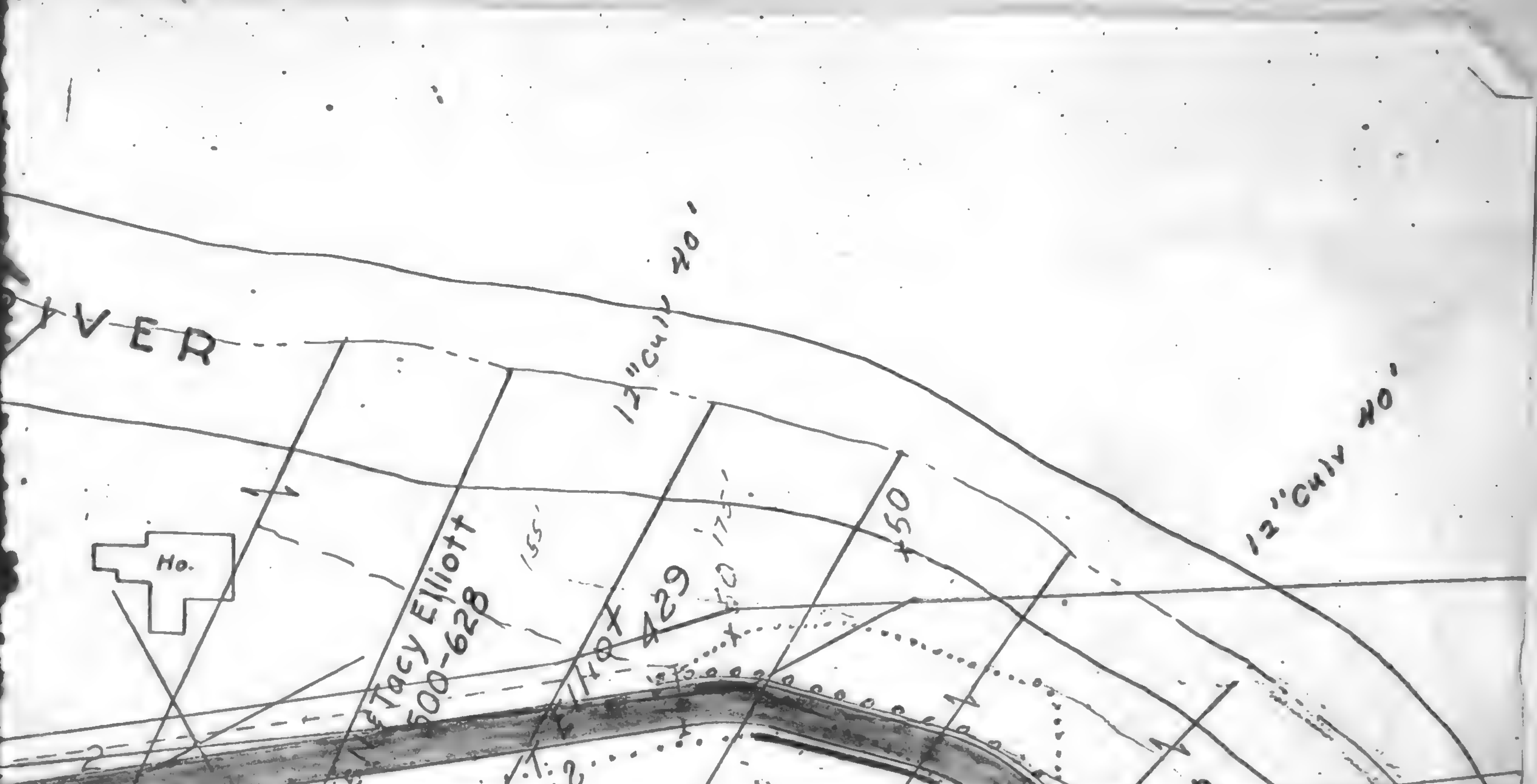
12" Culv 60'
165
135
iginal Plan
17,000



Alternate Plan
$34,000


IVER
12"Culv 40'
12"Culv 40'
Ho.
Otis & Tacy Elliott
500-628
Elliott 429
562
155
175
130
+50
+50
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A.W. & Anne F. Sherwood
395-289
Goldie E. Starr
433-716
John D.
12"Culv 60'
Darrell D. & Hazel H. Marks
437-361
135
165
12"Culv 60'
lternate Plan
$34,000

RECEIVED
MAR 24 1967

FOR FILING

F-RF-156(17)
7343

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1967

Routing
Morgan
Decker
Bond
Walker
Glenn
Swan
Pease
Morelock
Trout ✓
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 10 1967
CONSTRUCTION
DIVISION

SUBJECT: Alder Creek-Forest Boundary
Mt. Hood Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

1512
1390

Attached please find a letter from Mr. L. W. Rulien, Division Engineer, concerning the purchase, at an early date, of a property on the above project.

This property is located near the beginning of this project where any revision of alignment would not be practical because of the control of previous construction at Alder Creek. The Highway Commission has not approved this survey nor have they approved funds for right of way.

We desire your recommendation on this matter so that we may inform Mr. Rulien.

F. D. Morgan
Construction Engineer

By Donald L Trout
Donald L. Trout
Rural Engineer

NOTED
F. B. KLABOE

DLT:fp
Attach.
cc L. W. Rulien

Purchase (hardship)

Approved 3-22-67
F B Klaboe
Asst. State Hwy. Engr.

(cc to Barber
3-24-67)

FORM C-30 90M 10-63 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

March 6, 1967

SUBJECT: Right of Way
Alder Cr.-Forest Boundary
Mt. Hood Highway

To: Mr. F. D. Morgan
Construction Engineer
Salem

Some time back, Mrs. Thomas, an elderly lady, stopped in my office to discuss the subject project and the effect our right of way taking would have on her home and her husband. She appeared to be possibly in her 70's, and she cares for her husband, who, I assume, is of a similar age and who apparently has cancer. She indicated that it wasn't necessarily a right of way taking which was so upsetting to them but the indefiniteness of not only the taking but also the time of purchase. They live very close to the Alder Creek end of the proposed project and in an area where we already made a purchase to accommodate the new line but where due to flattening of slopes and higher standards we will require some additional right of way.

Attached are a copy of a sketch map and some cross sections which indicate the effect of the revised standards on this particular piece of property. It appears that a taking is in order, and due to the advanced age and condition of the owners I believe that a special advance purchase of right of way is in order, and so recommend.

L. W. Rulien

L. W. Rulien
Division Engineer

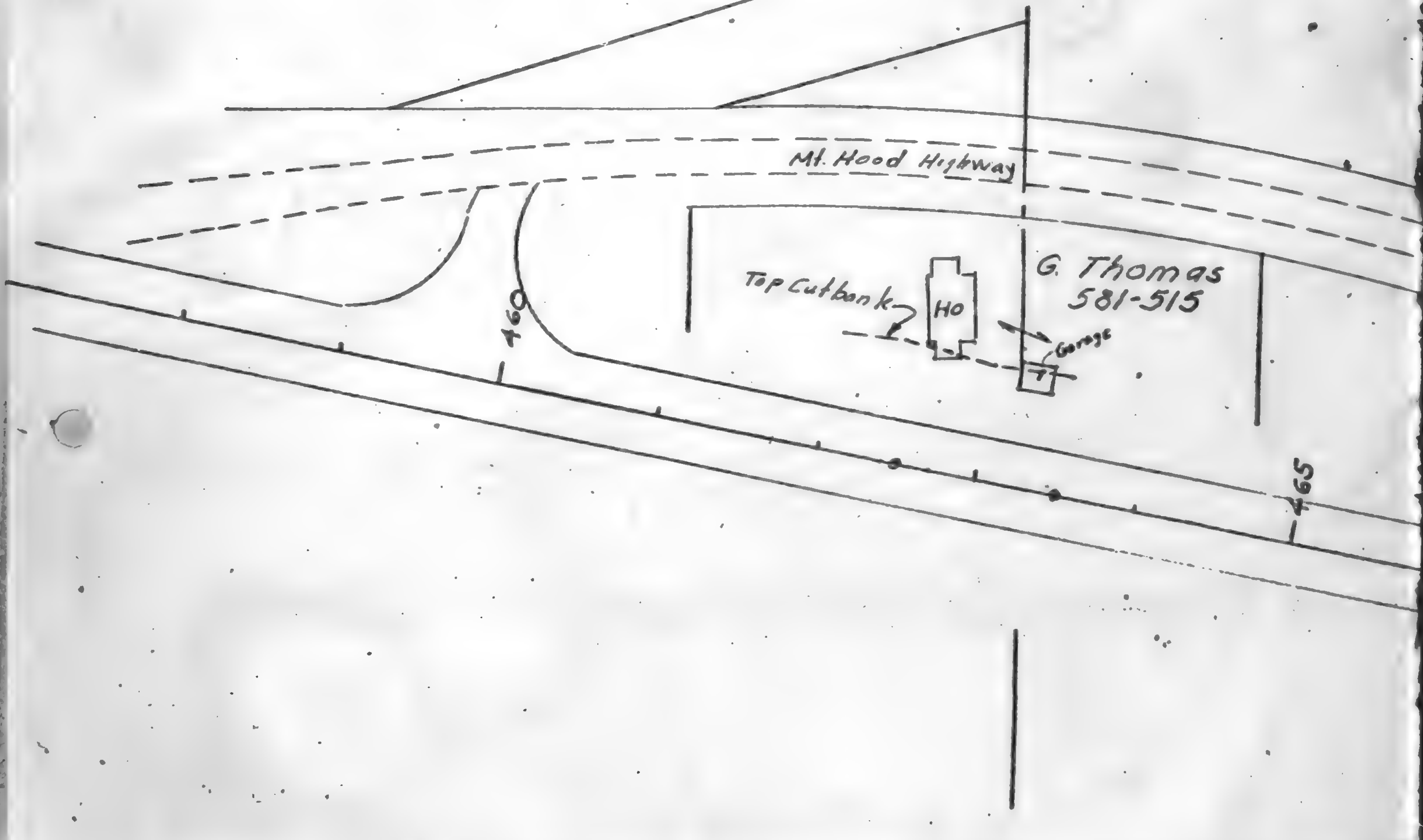
LWR:lh
Enc
cc: John Scott

REFERRED TO
Trout
Asst. Const. Engr.

Routing
Morgan
Decker
Bond
1 Barbee
Walker
Olson
Swan
E
Horelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 1967
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPT.
G. THOMAS PROPERTY 581-515
ALDER CREEK - FOREST BOUNDARY
MT. HOOD HIGHWAY
CLACKAMAS COUNTY FEB. 1967

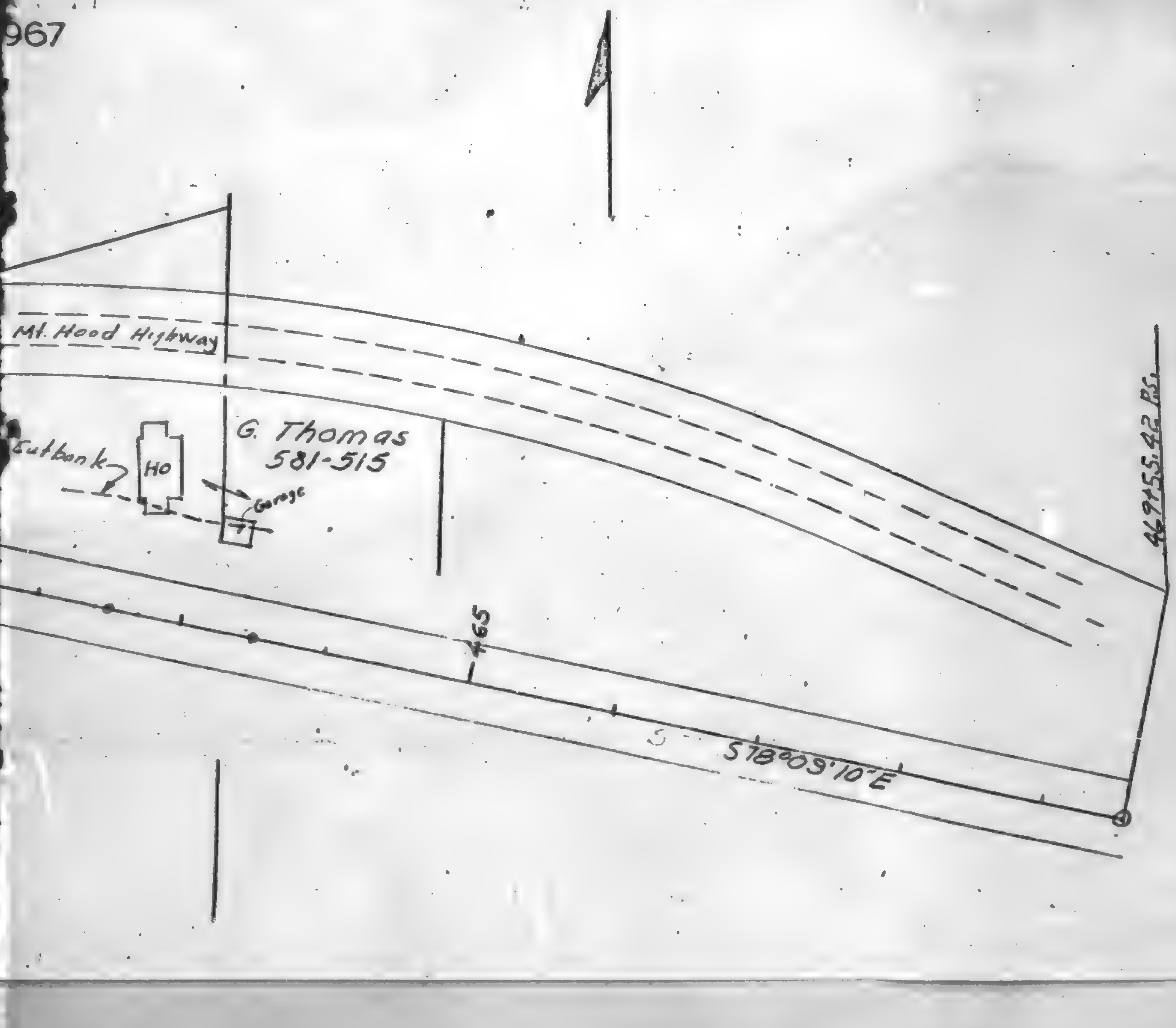


T.

515

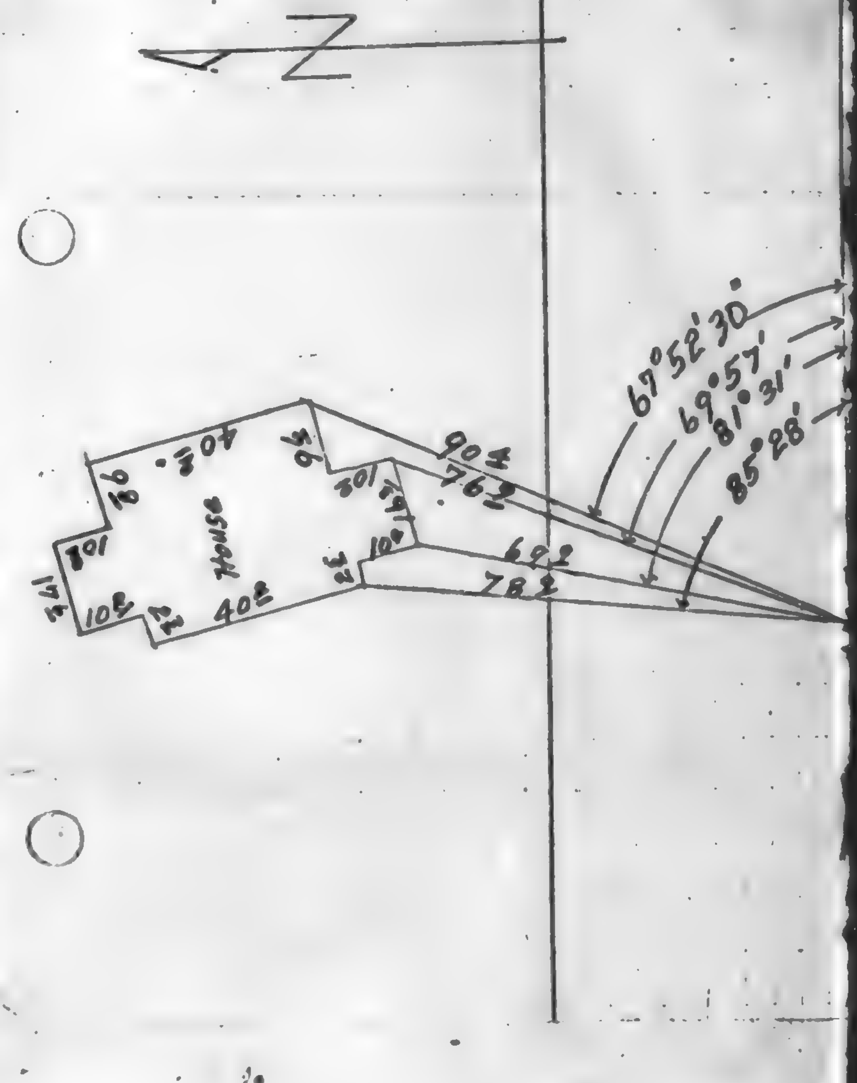
RY

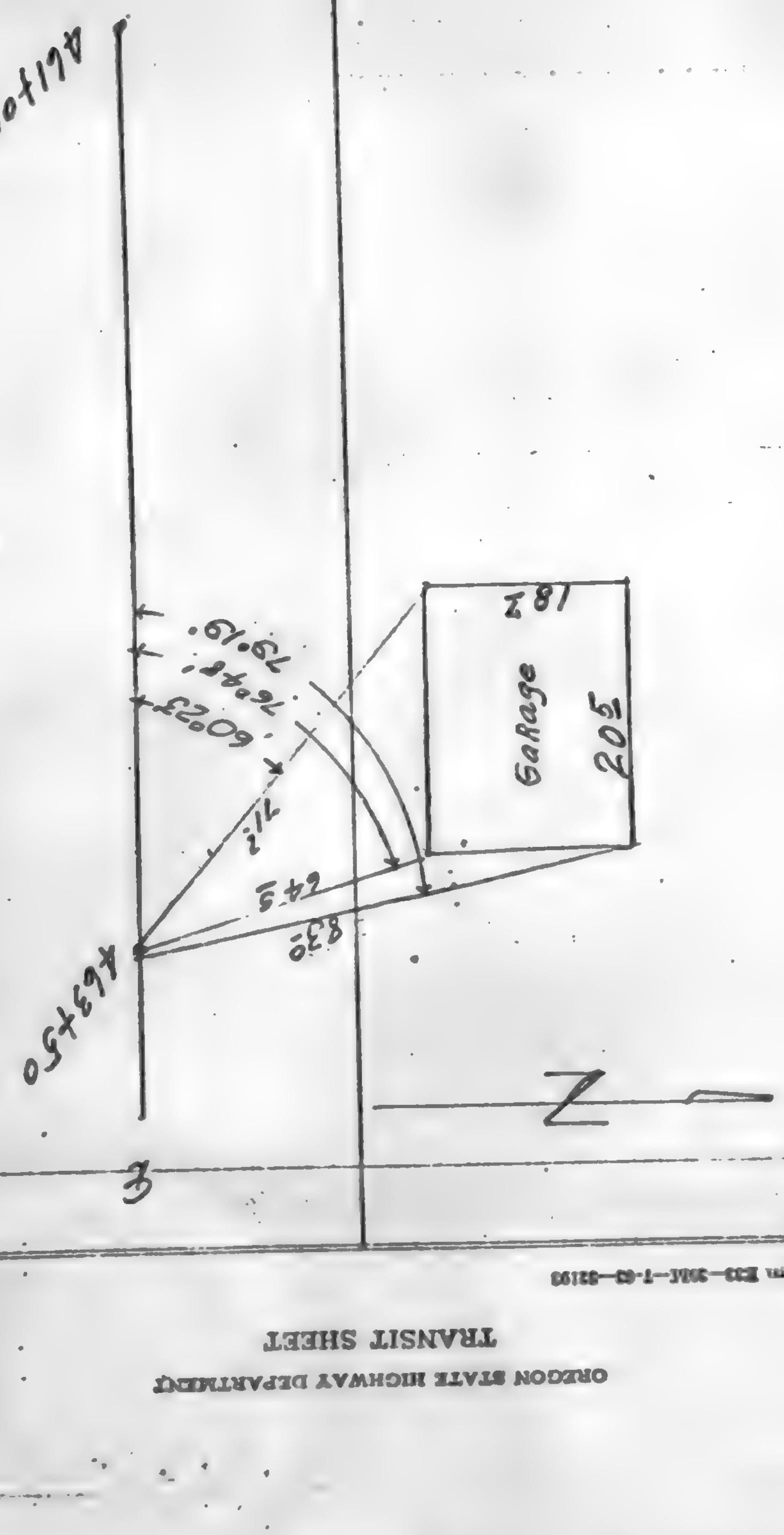
967


Mt. Hood Highway
Cutbank
HO
Garage
G. Thomas
581-515
465
S18°09'10"E
469+55.42 P.C.

OREGON STATE HIGHWAY DEPARTMENT
TRANSIT SHEET

Form E33—30M—7-63—32193





OREGON STATE HIGHWAY DEPARTMENT
TRANSIT SHEET
Form E33—30M—7-63—32193

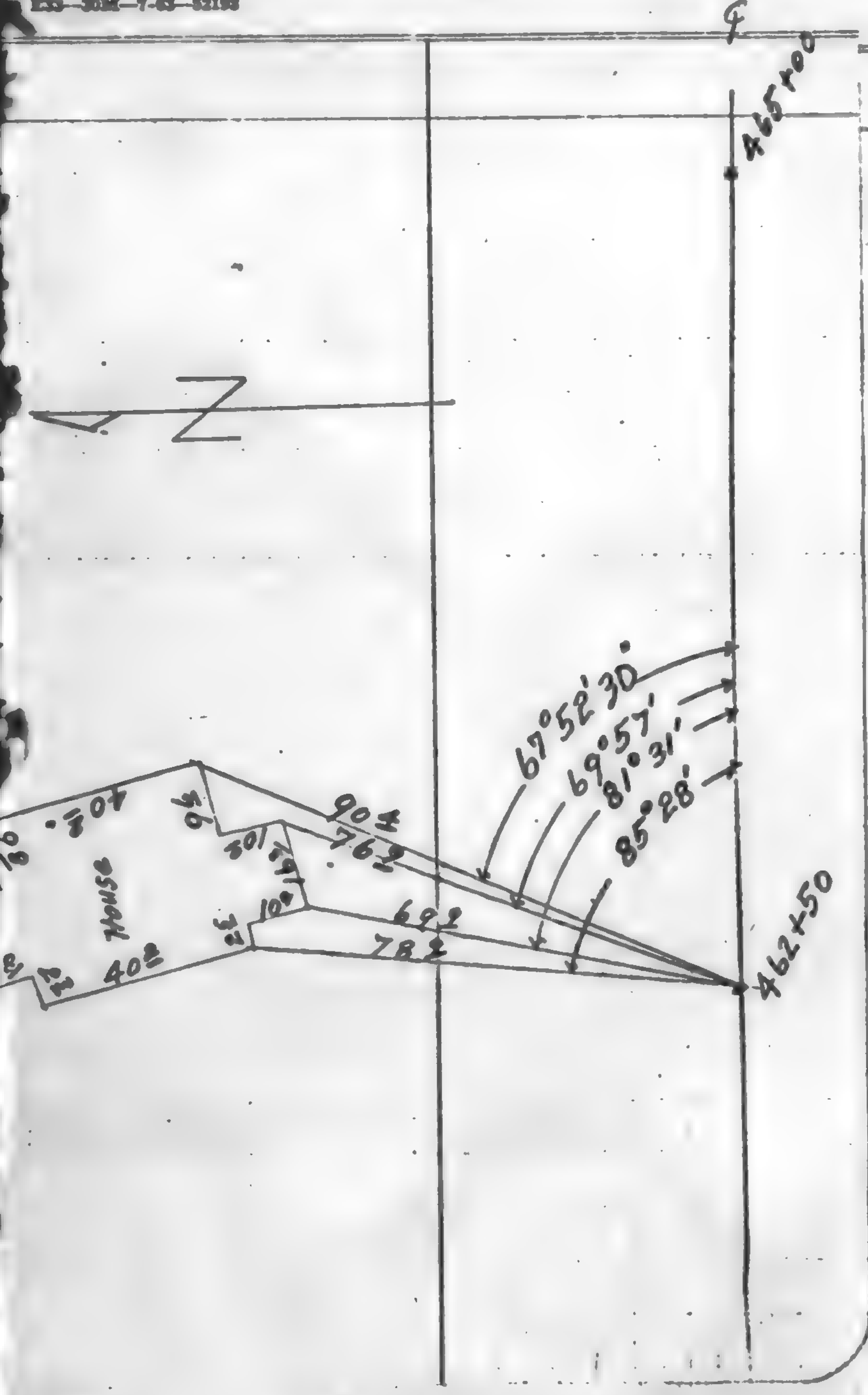
OREGON STATE HIGHWAY DEPARTMENT

TRANSIT SHEET

E33—30M—7-63—52193

Line Date Feb. 23, 1967 Party L. Elverson [illegible] [illegible] [illegible]

Project Alder Cr. Salmon River

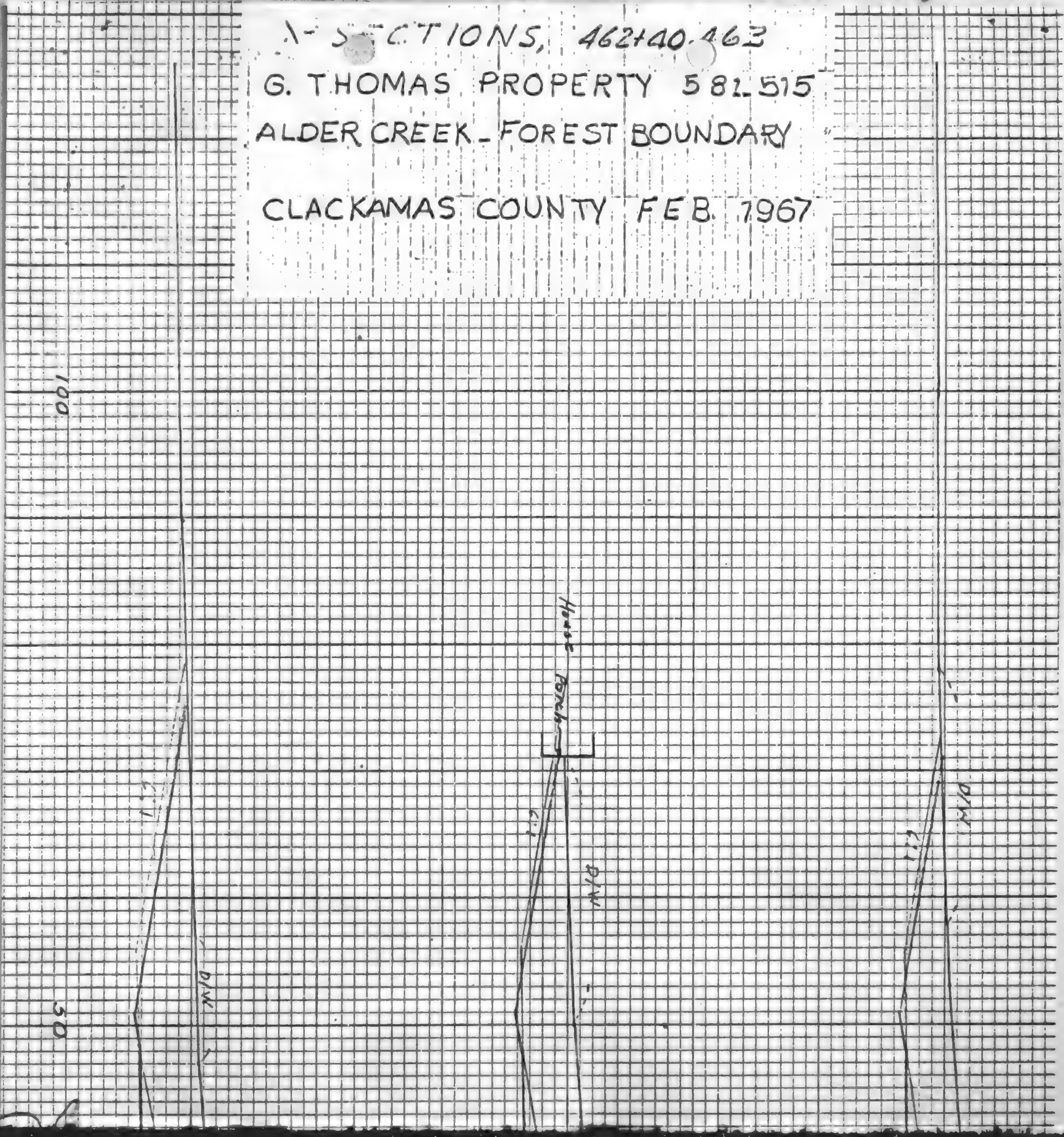


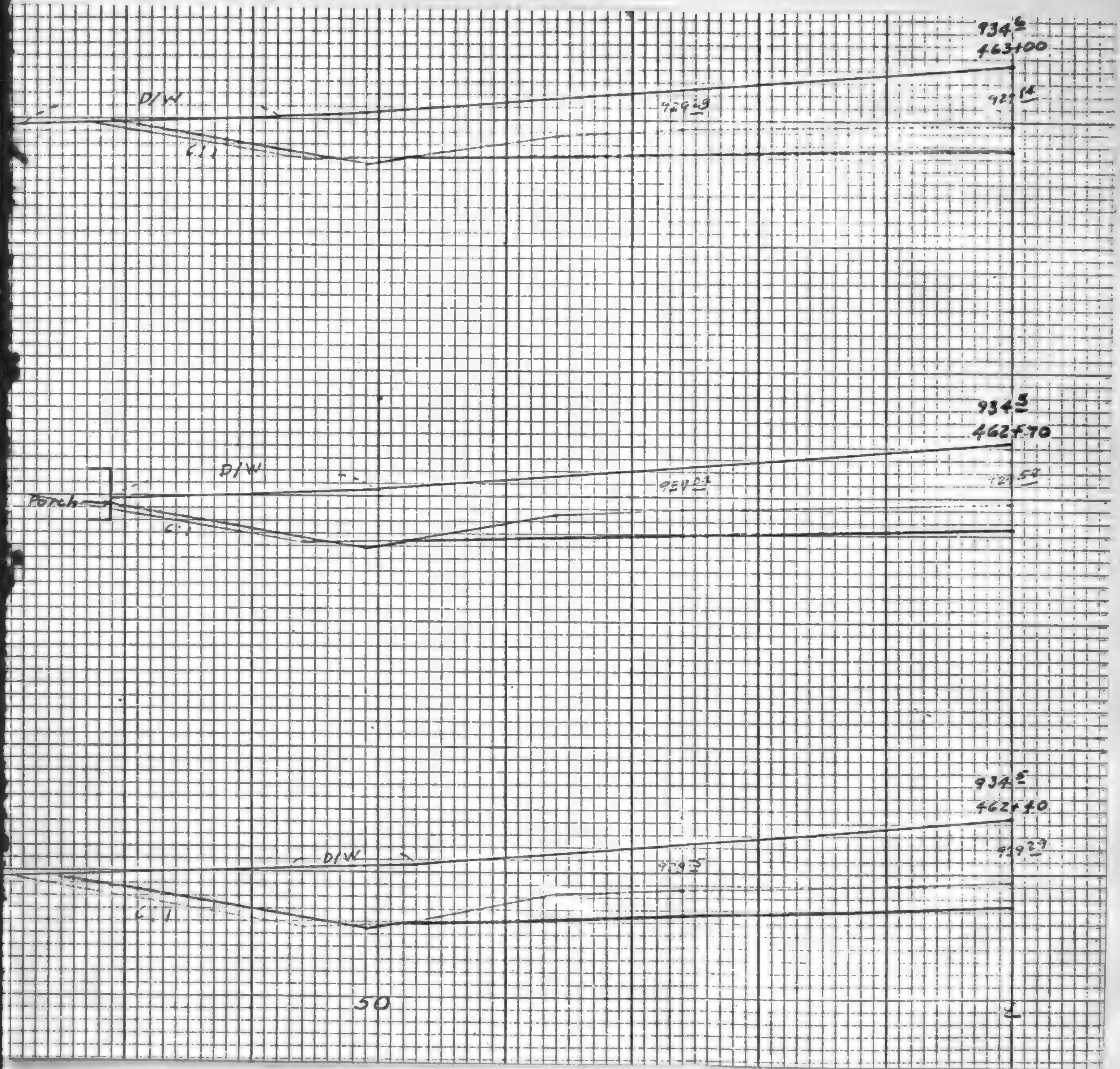
Lt.

Sta					℄
463+00	929^{4} 100^{0} 927^{2} 126^{0}	Edge D/W 929^{7} 73^{0} 927^{6} 150^{0}	Edge D/W 930^{1} 53^{0}	930^{2} 53^{0}	934^{6} 0^{0}
462+70			House Edge D/W 929^{9} 71^{2} porch	Edge D/W 930^{5} 50^{0}	934^{5} 0^{0}
462+40	928^{6} 125^{0} 925^{5} 168^{0}	929^{1} 90^{0}	Edge D/W 930^{3} 57^{0}	Edge D/W 930^{7} 47^{0}	934^{5} 0^{0}

X-SECTIONS, 462+40-463
G. THOMAS PROPERTY 581.515
ALDER CREEK - FOREST BOUNDARY

CLACKAMAS COUNTY FEB. 1967




$934^{\underline{6}}$
463+00
D/W
$929^{\underline{49}}$
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C.I
$934^{\underline{5}}$
462+70
D/W
Porch
$928^{\underline{24}}$
$929^{\underline{57}}$
C.I
$934^{\underline{5}}$
462+40
D/W
$929^{\underline{5}}$
$929^{\underline{29}}$
C.I
50
℄

RECEIVED
MAR 6 - 1967
FOR FILING

F-RF-156 (19)
7343

March 3, 1967

1434

Mr. G. H. Rudd
Acting State Director
Bureau of Land Management
Oregon State Office
Post Office Box 2965
Portland, Oregon 97208

Dear Sir:

Re: 100.3e
6100

This is to acknowledge receipt of your letter of February 17 concerning the improvement of Highway 26 between Alder Creek and Zigzag.

The information received from you is being incorporated in our overall study of this area. No decision has been made at this time on the selection of a route in the Wildwood-Wemme area. If our studies indicate that there may be a conflict with your development, we will be glad to arrange a meeting with you for discussion of the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien (Enc.)
D. L. Trout

DLT:fp srb

24900

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Oregon State Office
729 NE Oregon St. (PO Box 2965)
Portland, Oregon 97208

FEB 20 67

IN REPLY REFER TO:
100.3e
6100

REFERRED TO
BY DEPUTY STATE HIGHWAY [illegible]

FEB 17 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

It has come to our attention that you are reconsidering the route of Highway #26 where it crosses Section 31, T. 2S., R. 7E., W.M., Oregon. The relocation you are considering would locate the highway several hundred feet south of the present right of way.

This Bureau is planning a large recreation development to be made in Section 31. The route proposal would mean that the recreation development would be greatly reduced in size, and possibly become completely infeasible.

To date, the Bureau has invested over $35,000 in public funds in planning the recreation development. Initial investment in the site is planned to be $250,000 of which $125,000 has been appropriated and allocated to this project. The balance of the funds are to be allocated on July 1, 1967. We anticipate actual on the ground construction to begin this summer.

A copy of a plan for the development is enclosed. The land use plan shows our concept of ultimate development, perhaps ten or more years in the future. Estimated funds to complete ultimate development are one and one-half million dollars. Representatives of the Bureau met with your reconnaissance engineer on February 16 and left copies of project development plans for a portion of this area. The site plans show the nature of the development planned. Some of these developments are to be made this year.

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
FEB 23 1967
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

We urge most strongly that the proposed route not be adopted. Not only will the new route cause a substantial loss of invested public funds, but the communities involved may lose the economic values of the recreation development.

It would be appreciated if you would advise us of your decision in this matter.

Sincerely yours,

Acting State Director

Enclosure:
Plan of Wildwood

RECEIVED
FEB 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-133X 30M 4-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 2 1967

F-RF-156(17)
4343

February 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

NOTED

Dear Sir:

Pursuant to PPM 20-8(1) dated June 16, 1959, the County of Clackamas was notified of the Oregon State Highway Commission's intent to hold informal informational hearings regarding right-of-way acquisition prior to construction on the Alder Creek-Forest Boundary Section of the Mt. Hood Highway No. 26 (US 26) located in Clackamas County, Oregon.

The County of Clackamas notified the State that a formal hearing was desired on this project; therefore, the formal public hearing was held on Tuesday, February 7, 1967, in Welches Grade School near Wemme, Oregon, and was preceded by the informal informational hearing on Tuesday, December 13, 1966.

Proper coverage of the project was handled through the news media in the vicinity on various dates, and copies of the news release and all other correspondence on this matter are enclosed for your information.

This certifies that the State Highway Commission has held public hearings in a convenient location for the purpose of enabling persons affected by or interested in this proposed project to express opinions as they desire pertaining to the proposed location of this section of highway and that the State Highway Department is considering the economic effects of the location in the light of the matters presented at the hearing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Division Engineer

RECEIVED
MAR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

bc: R. L. Porter
F. B. Klaboe ✓
Victor Wolfe
G. E. Rohde
F. D. Morgan
L. H. Young
J. E. Morelock
R. N. Chase
L. W. Rulien

DNH:mm
Encl.

RECEIVED
FEB 8 1967
FOR FILING

F-RF-156(19)
7343

Cross References:
Alder
[illegible]
Clackamas

1390

February 8, 1967

Mr. W. S. Collier, President
Mt. Hood Country Club, Inc.
Post Office Box 5
Brightwood, Oregon 97011

Dear Mr. Collier:

Reference is made to your letter of December 16, 1966, enclosing a petition signed by over 60 residents of the Brightwood area concerning the State's proposal for the reconstruction of the Alder Creek-Forest Boundary Section of the Mt. Hood Highway.

I was subsequently visited by Mr. Edwin A. Phillips who further explained the request that the State construct a connection from the south side of the highway to the north side of the highway utilizing the proposed new Salmon River Bridge.

We believe that your proposal has a great deal of merit and will give it the utmost consideration when preparing the designs for this project. In this regard, we will contest you further in about one month.

Very truly yours,

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien (Enc.)

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:art

cc: Mr. Edwin A. Phillips
Vice President and Secretary
Standard Insurance Company

1100 S. W. 6th
Portland, Oregon

December 16, 1966

TO: The Oregon State Highway Department
State Highway Building
Salem, Oregon

FROM: Mt. Hood Country Club, (An Oregon Corporation)
P.O. Box 5
Brightwood, Oregon 97011

RE: Alder Creek - Salmon River Unit
Sandy - Forest Boundary Section
Mt. Hood Highway

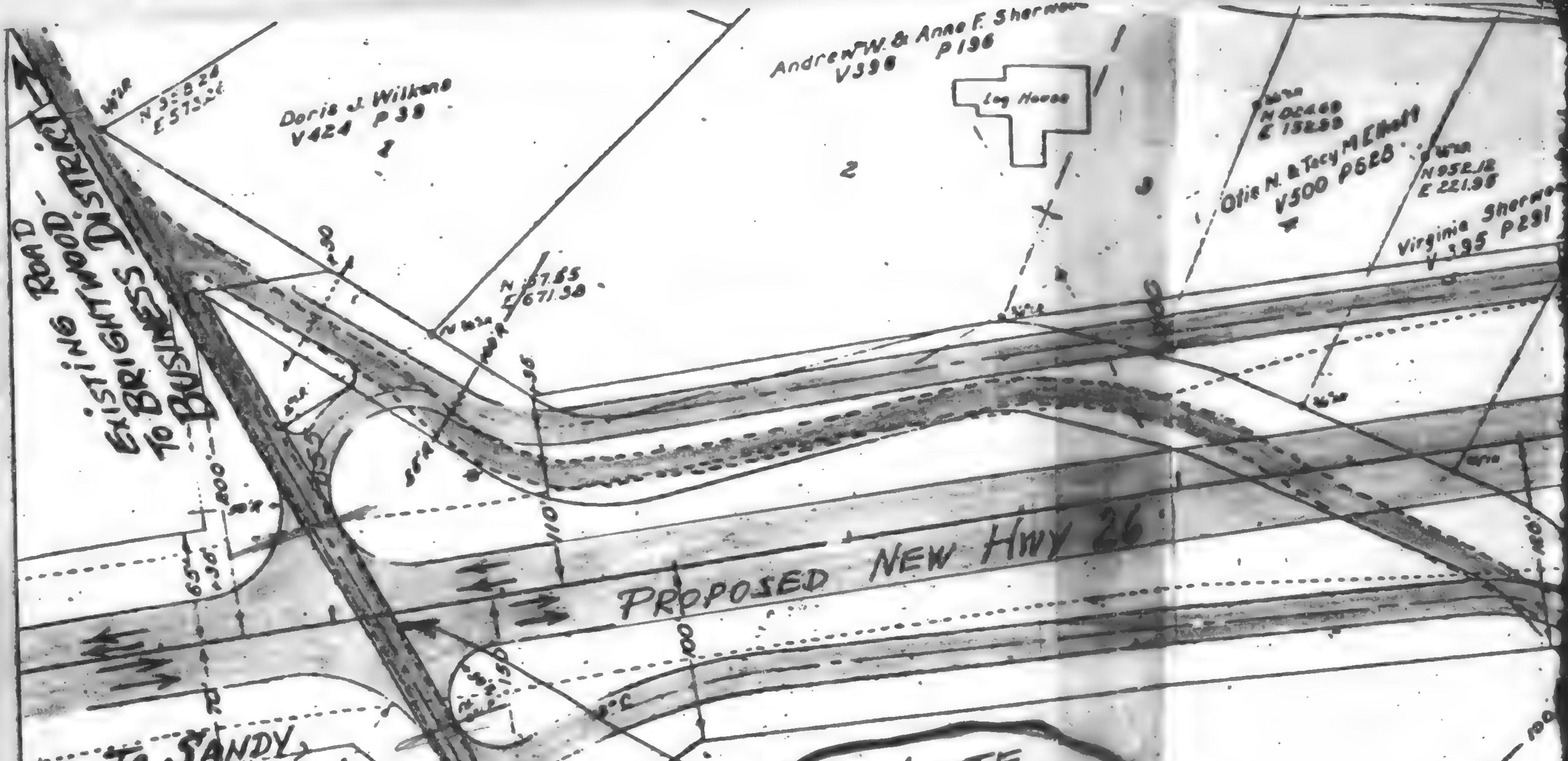
Mt. Hood Country Club, Inc. requests that an access road be provided under the west end of the proposed new Salmon River Bridge between the abutment end of the bridge and the river. This will provide access to our existing customers on our water system, who will be on the north side of the proposed new four lane expressway. The service to these customers then can be maintained without the traffic hazard of crossing a four lane expressway.

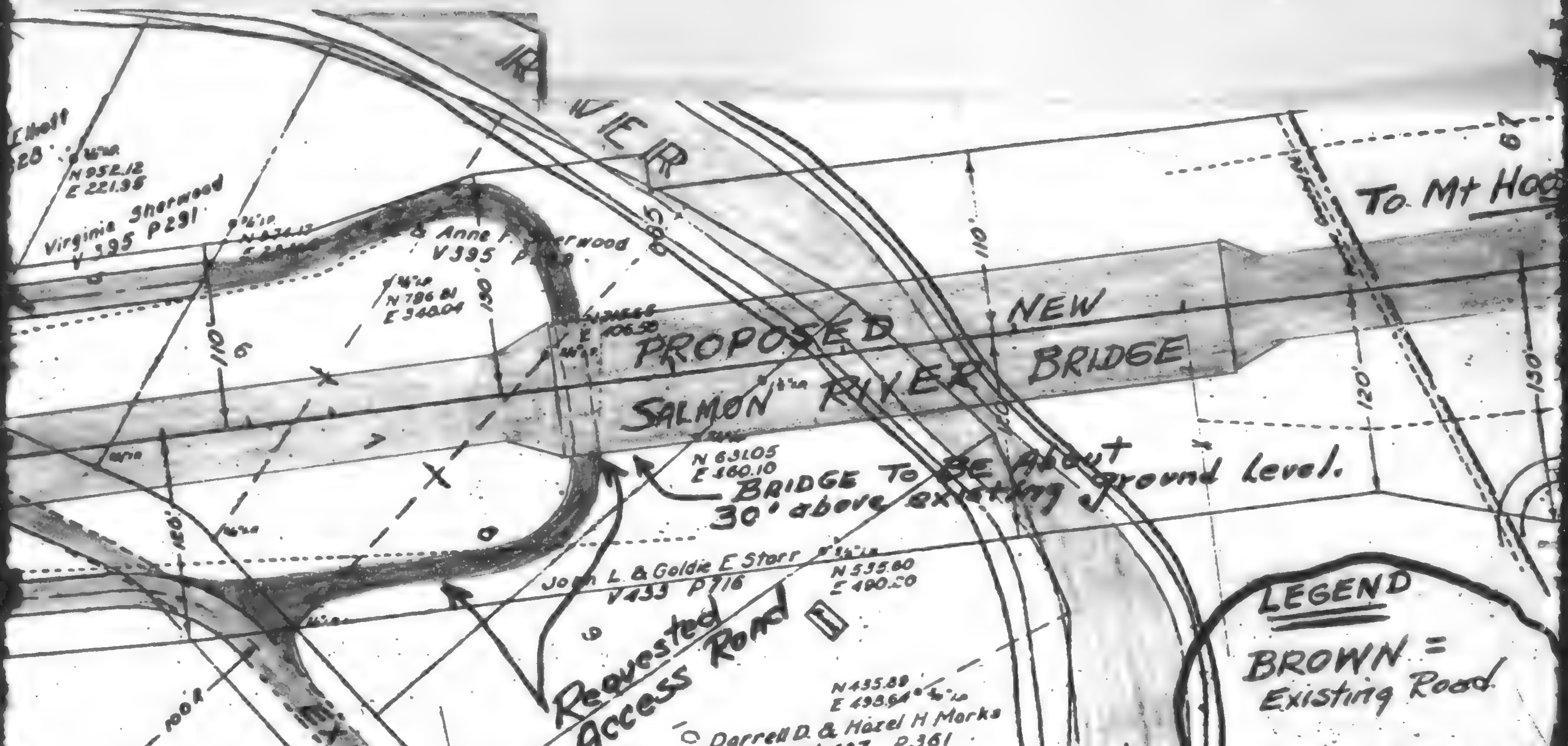
This request can be provided now with very little additional expense.

W. S. Collier
W.S. Collier, President

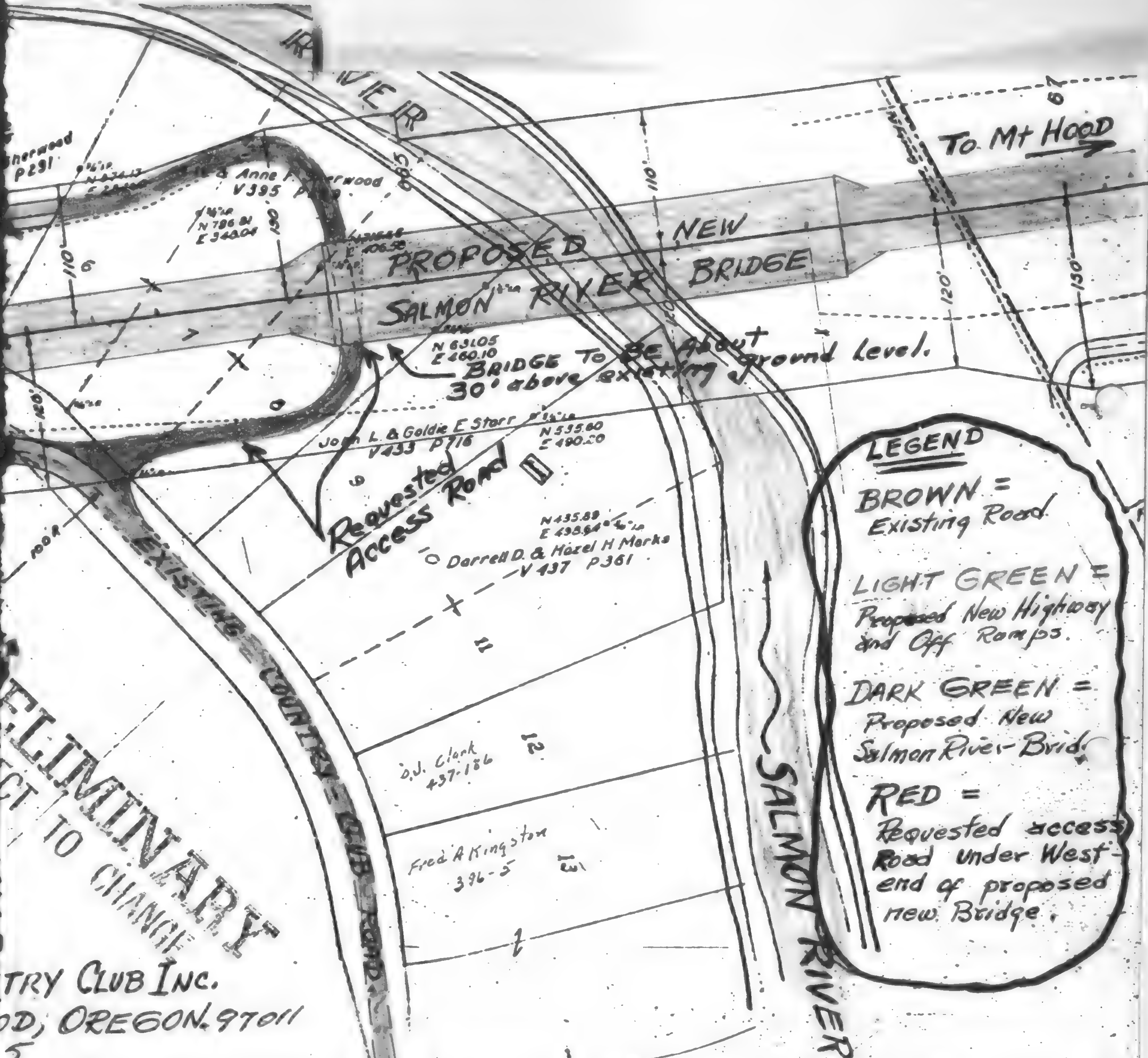
James E Collier
James E. Collier, Secretary

RECEIVED
FEB 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER


EXISTING ROAD - TO BRIGHTWOOD BUSINESS DISTRICT
Doris J. Wilkens V424 P39
1
Andrew W. & Anne F. Sherwo
V398 P196
2
Log House
3
Olis N. & Tacy M Elliott V500 P626
4
Virginia Sherwo
V395 P291
N 3:8.26
E 573.26
N 57.85
E 671.30
N 0260
E 152.59
N 952.12
E 221.96
PROPOSED NEW HWY 26
To SANDY, GRESHAM, PORTLAND
ELIMINATE THIS CROSSING
1
Glen H. Phelps C.J. Bk45 - P184
N 933.73
E 349.70
B.N Timber Co.
V100 P723
PREL
SUBJECT
MT. HOOD COUNTRY
BRIGHTWOOD,
P.O. BOX 5



RIVER
To Mt Hood
Elliott
20
N 952.12
E 221.96
Virginia Sherwood
V 395 P291
& Anne F. Sherwood
V 395 P
N 786.81
E 340.04
PROPOSED NEW SALMON RIVER BRIDGE
N 631.05
E 460.10
BRIDGE TO BE About 30' above existing ground level.
John L & Goldie E Starr
V 433 P716
N 535.60
E 490.20
Requested Access Road
N 435.89
E 493.64
Darrell D. & Hazel H Marks
V 437 P361
EXISTING COUNTRY CLUB ROAD
O.J. Clark
437-186
Fred A Kingston
396-5
SALMON RIVER
PRELIMINARY
SUBJECT TO CHANGE
Country Club Inc.
htwood, Oregon. 97011
Box 5
LEGEND
BROWN = Existing Road
LIGHT GREEN = Proposed New Highway and Off Ramps
DARK GREEN = Proposed New Salmon River Bridge
RED = Requested access Road under West end of proposed new Bridge.


RIVER
To Mt Hood
Sherwood
P291
& Anne F. Sherwood
V395
N 786.81
E 343.04
PROPOSED NEW
SALMON RIVER BRIDGE
N 631.05
E 460.10
BRIDGE To BE About
30' above existing ground level.
John L. & Goldie E Starr
V433 P716
N 535.60
E 490.20
Requested
Access Road
N 435.89
E 498.64
Darrell D. & Hazel H Marks
V 437 P361
EXISTING COUNTRY CLUB ROAD
D.J. Clark
437-186
Fred A Kingston
396-5
ELIMINARY
CT TO CHANGE
TRY CLUB INC.
OD, OREGON. 97011
SALMON RIVER
110
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13
LEGEND
BROWN =
Existing Road
LIGHT GREEN =
Proposed New Highway and Off Ramps.
DARK GREEN =
Proposed New Salmon River Bridge
RED =
Requested access Road under West end of proposed new Bridge.

December 16, 1966

TO: The Oregon State Highway Department
State Highway Building
Salem, Oregon

RE: Alder Creek - Salmon River Unit
Sandy - Forest Boundary Section
Mt. Hood Highway

RECEIVED
FEB 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ATTN: Mr. F. B. Klaboe
Assistant State Highway Engineer

We the undersigned residents and property owners of the Mt. Hood Country Club area request that an access road for vehicular travel be provided under the west end of the proposed new Salmon River Bridge, between the abutment end of the bridge and the river, thus eliminating the cross traffic at the proposed intersection.

This access road would provide us with an access to our normal business district without the danger of crossing a four lane expressway. This can be provided with a very minimum of additional expense as indicated on the attached sketch and the safety of the people would be insured for the life of the highway.

A. A. Collier — P.O. Box 5, Brightwood, Oregon - 97011
Rosalie Collier - P.O. Box #5, Brightwood, Oregon - 97011
Mr & Mrs W A Morrison Brightwood 6900 NE 28th Portland, Ore
Mr. Mrs. O.J. Clark Brightwood. 3435 - N.E. 53rd Portland 6
Dr & Mrs Tom Lipscomb Box 43 Brightwood - 9705 NE Glisan St Portland, Ore.
Melvine M. Conrad Brightwood Ore 97011 - P.O. Box 104
Mr. + Mrs. Merrill E. Buck Box 68 Brightwood 97011
Mrs Elton Kemnitz Brightwood (Portland 10925 SE Linwood
Mr. Elton Kemnitz " " " "
Lucille Allen " 5533 N. E. 17th Portland
Iowe Wintermute Gen. Del - Brightwood, Oregon
Lloyd Clarke - Brightwood (Portland 2315 S.E. 60th 97215)
Lorena M. Clarke " (Portland. 2315 S.E. 60 97215)

(sheet 1 of 4 sheets)

RECEIVED
AUG 3 1966
23401-734

Porter

FOR FILING

F-RF-156(17)
7343

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1966

SUBJECT: Assignment: FBK-905
Alder Creek-Forest Boundary
Mt. Hood Highway

560
905

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

NOTED
R. L. PORTER

Reference is made to your letter of July 21, 1966 on the above project.

We are presently reworking the project to conform to the latest design standards. It will be necessary to hold a public hearing. It will take approximately two months to complete our design data and establish right of way firmly enough to be used at a hearing. A request notification for a hearing will be prepared as soon as our design is complete enough. The survey approval map will be prepared at the appropriate time.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:bjm

cc: L. W. Rulien

B/up 1 mo

RECEIVED
AUG 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Sandy - Forest Boundary Unit East (sta 449+00 to 833+00
Highway Mt. Hood County Clackamas Prefix 3-1454
Length 8.24 Designer Roberts Draftsman Date 6.24.66
Signed Title

Grading & Drainage		$ 448,102
Surfacing		$ 1,303,508
Extra Work		
Utilities	$ 5,000.00	
Flagging (state share)	10,000.00	
Signing	8,000.00	
Striping	2,000.00	
Seeding & Mulching	7,000.00	
Slide Removal	15,000.00	
Stock pile site	1,000.00	
Move & Reset Mailboxes	3,000.00	
Total Extra Work		$ 51,000.00
TOTAL		$ 1,802,610.00
+ ~~20%~~ 40% Engineering and Contingencies		$ 721,044.00
Structures		
Wildcat Crk 72'x100'	$ 141,000.00	
Salmon River 60'x380'	479,000.00	
Total Structures		$ 620,000.00
Right of Way		$
Total Estimated Cost		$ 3,143,654.00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section Sandy - Forest Boundary Unit East Sta [illegible]+00 to 383+00
Highway Mt. Hood County Clackamas Prefix
Length 8.24 Designer Draftsman Date 6 24 '66

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All	71	acres		All	82,500
Sawdust Exc includes ½ Mile haul	C.Y.	1,396	104	1,500	1^{00}	1,500
Trench Exc.	C.Y.	3,550	355	3,905	3^{00}	11,715
Ditch Exc.	C.Y.	2,551	255	2,806	2^{50}	7,015
General Exc	C.Y.	373,955	37,395	411,350	0^{45}	185,108
Haul (Truck)	Yd Mile	297,890	29,790	327,680	0^{22}	72,090
Finish Roadbed & slopes	Mile	8.24	—	8.24	1200^{00}	9,888
Rounding cut banks	Lin. Ft.	13,455	1345	14,800	0^{20}	2,960
6" Perf. Metal Pipe	Lin. Ft.	2,850	285	3,135	2^{00}	6,270
8" Culv Pipe	Lin. Ft.	240	24	264	2^{25}	594
12" Culv. Pipe	Lin. Ft.	4,021	402	4423	3^{75}	16,586
18" Culv. Pipe	Lin. Ft.	5,647	565	6,212	5^{00}	31,060
24" Culv. Pipe	Lin. Ft.	340	34	374	8^{00}	2,992
36" Culv. Pipe	Lin. Ft.	580	58	638	14^{50}	9,251
43" Arch Type Pipe	Lin. Ft.	104	10	114	15^{00}	1,710
Special Backfill Mat'l	C.Y.	347	35	382	7^{00}	2,674
Extra for pipe under Pav't.	Lin. Ft.	810	81	891	4^{00}	3,564
Catch Basins	each	4	1	5	125^{00}	625
Coarse Crushed Mat'l in Base	Ton	237,732	23,773	261,505	2^{50}	× 653,763
3/4"-0 Mat'l in Base	Ton	41,535	4,155	45,690	2^{60}	118,794
Watering	M-Gal	3,861	386	4,247	3^{00}	12,741
3/4"-0 Mat'l in Binder	C.Y.	2,443	244	2,687	5^{25}	14,107
Asph in Binder (RC-250)	Ton	397	40	437	55^{00}	24,035
Asphaltic Concrete	Ton	60,732	6,073	66,805	5^{00}	334,025
Asph in Mix (85-100)	Ton	3,784	376	4,160	30^{00}	124,800

sub-Total 1,230,367 ✓

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 5 Sheets

Section Sandy - Forest Boundary Unit East Sta. 448+00 to 873+00
Highway Mt. Hood County Clackamas Prefix
Length 8.24 Designer Draftsman Date 6.24.66

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
RS-1 Tack Coat	Ton	60	10	70	85^{00}	5,950
Guide Posts	each	284	26	310	8^{00}	2,480
Guard Rail	Lin. Ft.	2,500	250	2,750	2^{75}	7,563
Extra for Approachs	each	140	10	150	35^{00}	5,250

1,751,610 Sub-Total 21,243

A

RECEIVED
JUL 27 1966
FOR FILING
F-RF-156(19)
7343

July 26, 1966

Dr. Roy J. Carothers, President
Hoodland Chamber of Commerce
Loop Highway
Sandy, Oregon

Dear Dr. Carothers:

On July 15, Senator John J. Inskeep wrote to Mr. Ralph Sipprell, our Liaison Engineer, requesting a written statement by the Highway Commission concerning the request made by your delegation at the Commission meeting the previous day for improving the Alder Creek-Zig Zag Section of the Mt. Hood Highway. Senator Inskeep requested that this be mailed to you and indicated that it would be of help when your delegation makes its report to the Chamber.

The Highway Commission has issued no formal statement concerning this project, however, following the presentations you and Senator Inskeep made, the Chairman did state on behalf of the Commission that this project is needed and has a high place on its priority list. At the present time, it is impossible to determine what moneys will be available for construction programs; therefore, the Commission has had to defer programming until the Legislature acts. The cost of modernizing this section is estimated at $3,800,000.

I trust that the above information will be of assistance to you in making your report to the Chamber of Commerce.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Senator John J. Inskeep

bc: R. L. Porter
Victor D. Wolfe
R. B. Sipprell
Floyd Query

RBS:ob $^{L.}_{bg}$ W. Rulien

RECEIVED
JUL 15 1966

FOR FILING
E-RF-156(19)

7343

1

July 15, 1966

Mr. Robert W. Crockett
Sandy Area Chamber of Commerce
Post Office Box 536
Sandy, Oregon

Dear Mr. Crockett:

This is in response to your July 12 letter voicing the support of the Sandy Area Chamber of Commerce for early improvement of the Mt. Hood Highway between Alder Creek and Zigzag. We will see that your letter has the attention of the Highway Commissioners so that they may have the benefit of your thinking.

You are correct in that the Commission has never questioned the merits of this work but has had to choose between worthy projects in allocating funds so that the state as a whole would receive the optimum benefits. This allocating of available funds when there are 12 to 15 places for every highway dollar is a difficult and frustrating experience.

I am sure the Commission will give this request full consideration along with other urgently needed sections when future construction schedules are developed.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien (enc.)

RLP:ms bg

Sandy Area Chamber of Commerce

P. O. Box 536 Sandy, Oregon

RECEI[illegible]
JUL 1[illegible] 1966
OFF[illegible]
STA[illegible]

July 12, 1966

Oregon State Highway Department
Salem, Oregon 97310

Re: Hearing July 14, 1966, Room 419, Highway #26 between Alder Creek and ZigZag.

REFERRED TO
Admin
BY SECRETARY

Porter

Gentlemen:

We wish to voice our support in requesting that every effort be made to improve that section of highway #26 starting at Alder Creek and extending east to the Zig Zag junction to Timberline Lodge.

We know that the Highway Commission is aware of the increased vehicle traffic in recent years and have given thought to this improvement for some time.

We also realize that expenditures are limited by budget appropriations.

However, we feel the need here demands priority.

The regular week-end traffic jams are bad! Special events at Mt. Hood, in Eastern Oregon (ie. hunting season), and on holidays result in tie-ups and snail-pace traffic volumne which can have adverse affect on business and the tourist-trade.

The estimated population growth of the area (Brightwood, Wemme, Whlches, Zig Zag, Rhododendron, Government Camp and Timberline Lodge) has increased since the census of 1960 from 2,400 to approximately 3,000. This is primarily a tourest area, however, two good sized logging operations, other smaller firms, several lumber mills, five building contractors, two electricians, at least one plumber, five post offices, an 18-hole golf course, about a dozen restaurants, eight motels, a trails club, plus trailer courts, shopping areas, utility companies and government agencies as well as Timberline Lodge contribute much to the Clackamas County and State economy in payrolls and buying-power.

NOTED
R. L PORTER

The local bank (alone) reports $975,000. in deposits and $510,000. in loans of various types in this area. Nine of the largest firms annually employ from a low of 400 to a peak of 600 workers and their total payroll runs approximately $2,198,000. Five taxable firms report a combined annual sales volume of $4,635,250.

With the improved freeway from Gresham to Alder Creek more people find it desireable to establish a permanent home in the mountain area.

We feel the safety and driving pleasure resulting from the requested highway improvement will produce economic returns which justify the expenditure necessary and place the need at a priority.

copy FC

RECEIVED
JUL 13 1966
OREGON
STATE HIGHWAY COMMISSION

Sincerely,

Sandy Area Chamber of Commerce

Robert Grokett, President

R. W. Grokett

RECEIVED
AUG 24 1966
FOR FILING
E-RE-156(19)

STATE HIGHWAY COMMISSION MEETING

Delegation Mr. Roy J. Carethers, President, Hood-Land Area Chamber of Commerce, Portland, and others, re early construction of the Mt. Hood Highway from Alder Creek to Zigzag

7343

Date July 14, 1966

Time 11:15 a.m.

Name	City or Town	Capacity
Mr. Roy Carothers (spokesman)		
Mrs. Carothers		
Don Chamberlin		
Phil Barker		
Geo. Staggs		
L. Fields		
Ed Cook		
Darrell Jones		
Sen. John Inskeep		

NOTED
FLOYD QUERY

Mr Query's copy

COMMENTS MADE BY CHAIRMAN JACKSON TO SENATOR INSKEEP FOLLOWING HIS PRESENTATION TO THE COMMISSION REGARDING EARLY CONSTRUCTION OF THE MT. HOOD HIGHWAY FROM ALDER CREEK TO ZIGZAG.

CHAIRMAN JACKSON: Well, it's a $3,800,000 dollar job; it's high on the priority list; there isn't any question about its need. We're going to do something on it just as soon as we can find the money. I mean we're not arguing about the need or about the fact that we want to do it. All you need to do is go out and look at it and you certainly are convinced that it's something that we ought to get just as quick as we can, so you don't have to sell us, John, this is just simply a question of digging out the money.

SEN. INSKEEP: Fine. Do you have any idea, Mr. Chairman, approximately when that could be?

CHAIRMAN JACKSON: Well, I would say this, and I think you're familiar with the reason why, I don't think that we would be wise to attempt to revise any programing on any of this stuff involving any appreciable amount of money until after Legislature meets, because we don't know what we're going to have in terms of dollars, and I would say that as an answer to your question that assuming that we have some consideration for additional revenues and assuming that there is a fair and equitable distribution of these revenues between the State, Counties, and Cities that we would be in a position to take a new look at our program schedule right after Legislature, or as soon as this matter is solved, because we don't know whether the Cities and Counties are going to rob the till and leave us on the short end of the funds to meet all these needs or whether or not we will get what we consider to be a fair and equitable program here insofar as meeting their needs as well as our own.

SEN. INSKEEP: Thank you Mr. Chairman, you're a hard bargainer.

CHAIRMAN JACKSON: You know this being nice to us certainly pays off, John.

MR. FRIDLEY: Well, I wanted to ask John if he had heard any comments favorable or unfavorable on our park acquisition in Clackamas County on the Clackamas River.

SEN. INSKEEP: I have heard no unfavorable comments.

CHAIRMAN JACKSON: This morning we are going to name this park the Milo K. McIver Park in consideration of Milo's long period of service to the State as a member of the Commission and as Chairman.

Senator Inskeep commented re this park.

CHAIRMAN JACKSON: We have heard Sen. Inskeep representing the Hood-Land Area Chamber of Commerce relative to the Mt. Hood Road. Is there any other member of the delegation who would like to speak on this subject. Mr Carothers.

Mr. Carothers makes his presentation

CHAIRMAN JACKSON: We have indicated to Sen. Inskeep that we are very much aware of the need for modernizing this stretch of highway. It will cost $3,800,000. We are in accord insofar as getting the job done. We cannot program it until after the session of the Legislature, who we hope will consider additional revenues through the imposition of an increase in the gas tax and license fees to provide funds for needed highway construction and a solution to the problem as to what percentage of present highway funds and any increases that are granted will have to be given to the Counties and Cities. After this is determined we expect to re-program our activities and if money is available at that time, we certainly expect to program this. It is high on the priority list.

F.B. Klaboe

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

6-24-66

Sheet 1 of 3 Sheets
Section Sandy - Forest Boundary Unit East (Sta 448+00 to 883+00
Highway Mt. Hood County Clackamas
Length 8.24 Designer Roberts Prefix 3-1454
Signed Draftsman
Title Date 6.24.66

Grading & Drainage		$ 448,102 ✓
Surfacing		$ 1,303,508 ✓
Extra Work		
Utilities	$ 5,000.00	
Flagging (state share)	10,000.00	
Signing	8,000.00	
Striping	2,000.00	
Seeding & Mulching	7,000.00	
Slide Removal	15,000.00	
Stock pile site	1,000.00	
Move & Reset Mailboxes	3,000.00	
Total Extra Work		$ 51,000.00 ✓
TOTAL		$ 1,802,610.00 ✓
+ ~~20~~ 40% Engineering and Contingencies		$ 721,044.00 ✓
Structures		
Wildcat Crk 72'x100'	$ 141,000.00	
Salmon River 60'x380'	479,000.00	
Total Structures		$ 620,000.00 ✓
Right of Way $550,000 est + 25%		$ $700,000
Total Estimated Cost		$ 3,143,654.00 ✓
		$3,843,654

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section Sandy - Forest Boundary Unit East Sta [illegible] to 335+00
Highway Mt. Hood County Clackamas Prefix
Length 8.24 Designer Draftsman Date 6.24.66

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All	71	acres		All	82,500
Sawdust Exc includes ½ Mile haul	C.Y.	1,396	104	1,500	1.00	1,500
Trench Exc.	C.Y.	3,550	355	3,905	3.00	11,715
Ditch Exc.	C.Y.	2,551	255	2,806	2.50	7,015
General Exc	C.Y.	373,955	37,395	411,350	0.45	185,108
Haul (Truck)	Yd Mile	297,890	29,790	327,680	0.22	72,090
Finish Roadbed & Slopes	Mile	8.24	—	8.24	1200.00	9,888
Rounding cut banks	Lin. Ft.	13,455	1345	14,800	0.20	2,960
6" Perf. Metal Pipe	Lin. Ft.	2,850	285	3,135	2.00	6,270
8" Culv Pipe	Lin. Ft.	240	24	264	2.25	594
12" Culv. Pipe	Lin. Ft.	4,021	402	4423	3.75	16,586
18" Culv. Pipe	Lin. Ft.	5,647	565	6,212	5.00	31,060
24" Culv. Pipe	Lin. Ft.	340	34	374	8.00	2,992
36" Culv. Pipe	Lin. Ft.	580	58	638	14.50	9,251
43" Arch Type Pipe	Lin. Ft.	104	10	114	15.00	1,710
Special Backfill Mat'l	C.Y.	347	35	382	7.00	2,674
Extra for pipe under Pav't.	Lin. Ft.	810	81	891	4.00	3,564
Catch Basins	each	4	1	5	125.00	625
Coarse Crushed Mat'l in Base	Ton	237,732	23,773	261,505	2.50	653,763
3/4"-0 Mat'l in Base	Ton	41,535	4,155	45,690	2.60	118,794
Watering	M-Gal	3,861	386	4,247	3.00	12,741
3/4"-0 Mat'l in Binder	C.Y.	2,443	244	2,687	5.25	14,107
Asph in Binder (RC-250)	Ton	397	40	437	55.00	24,035
Asphaltic Concrete	Ton	60,732	6,073	66,805	5.00	334,025
Asph in Mix (85-100)	Ton	3,784	376	4,160	30.00	124,800

Sub-Total 1,730,367 ✓

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 3 Sheets

Section Sandy - Forest Boundary Unit East Sta. 448+00 to 883+00
Highway Mt. Hood County Clackamas Prefix
Length 8.24 Designer Draftsman Date 6.24.66

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
RS-1 Tack Coat	Ton	60	10	70	85^{00}	5950
Guide Posts	each	284	26	310	8^{00}	2480
Guard Rail	Lin. Ft.	2,500	250	2,750	2^{75}	7,563
Extra for Approachs	each	140	10	150	35^{00}	5250

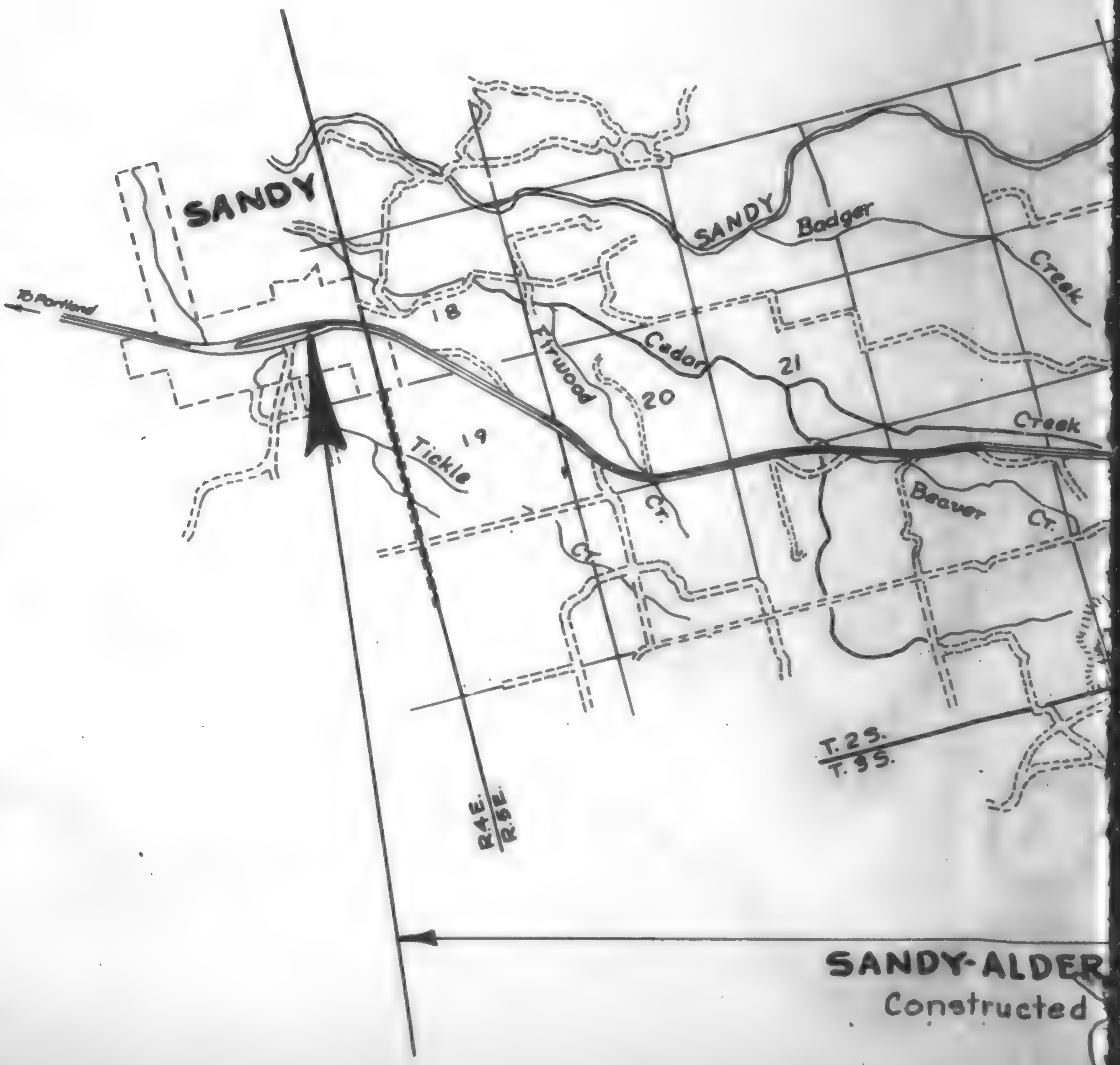
1,751,610 Sub-Total 21,243

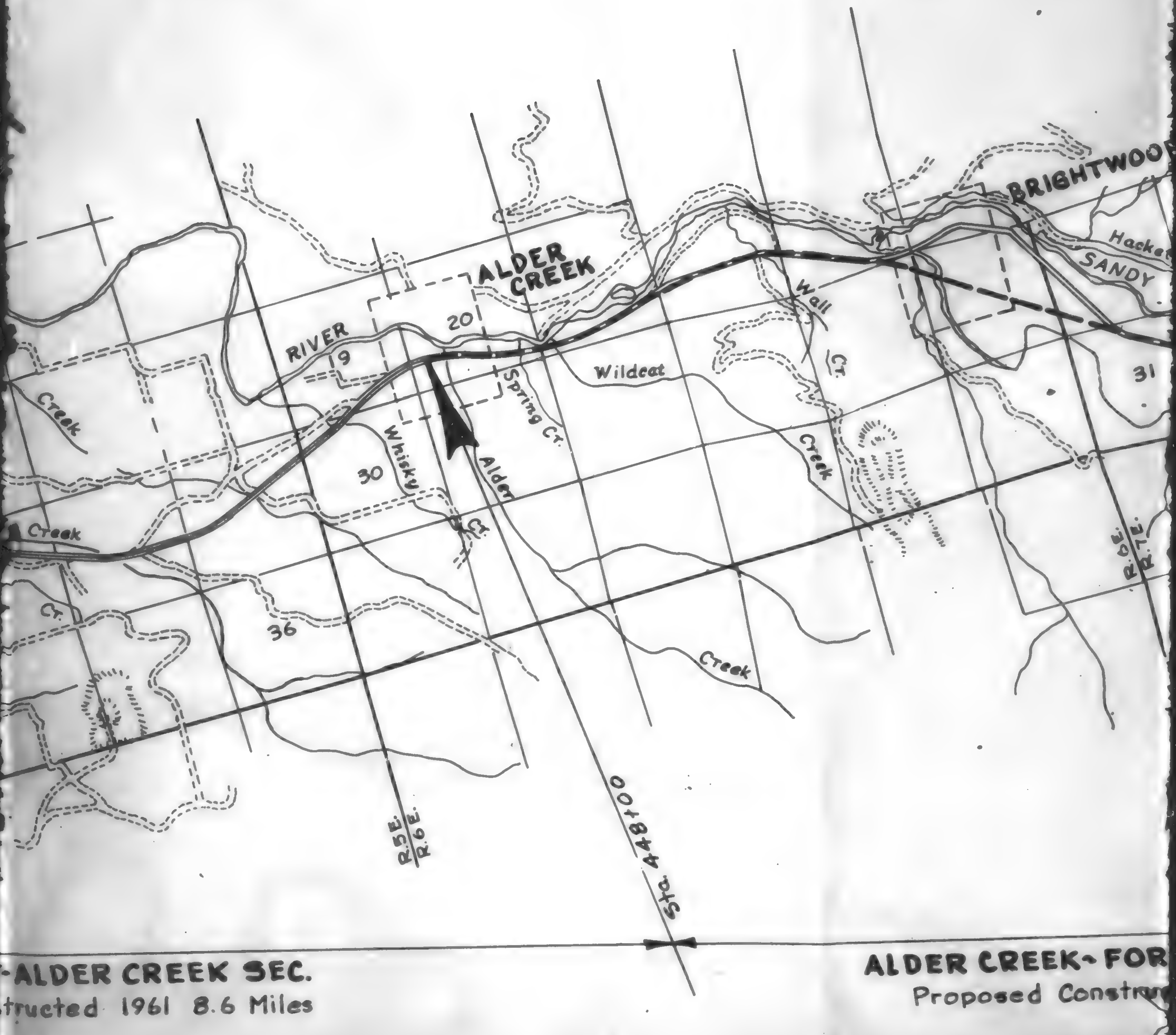
OREGON STATE HIGHWAY DEPARTMENT

SANDY-FOREST BOUNDARY SECTION

SKETCH MAP

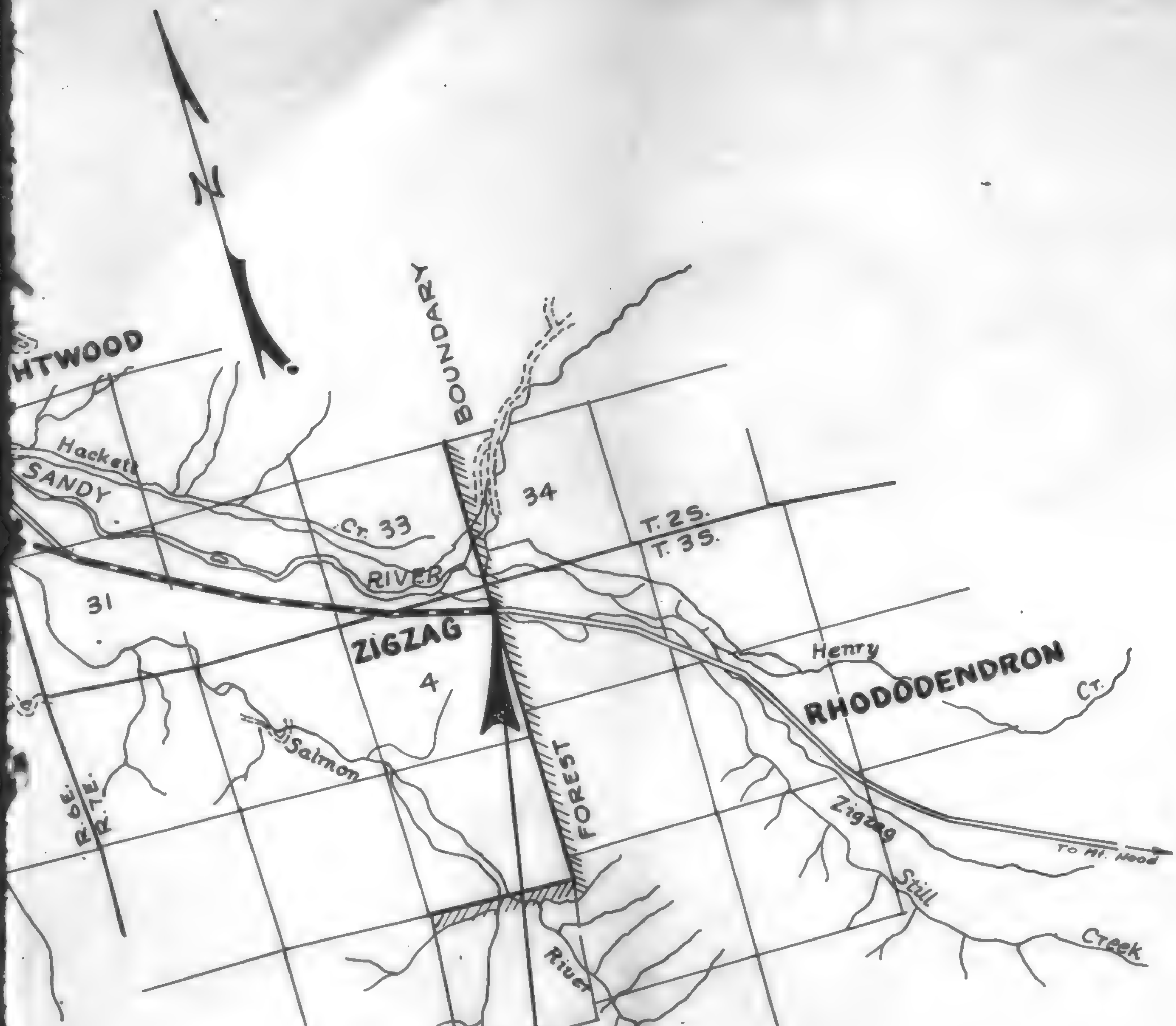
MT. HOOD HIGHWAY
Clackamas County
Scale 1" = 1 mile





-ALDER CREEK SEC.
structed 1961 8.6 Miles

ALDER CREEK~FOR
Proposed Constru



K~FOREST BOUNDARY SEC.

Construction 8.2. Miles

RECEIVED
JUN 27 1966
FOR FILING

F-RJ 156(19)

7343

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 22, 1966

Dean Vincent, Inc.
333 S. W. Park Avenue
Portland, Oregon 97205

ATTENTION: Mr. I. Kaske,
Business Investments

Gentlemen:

Referring to your letter of June 17, 1966 addressed to Mr. Morelock, defining the location of your request for right of way, we find this to be the Alder Creek-Forest Boundary Section of the Mt. Hood Highway. We made a location survey in 1957 which is long since obsolete. Probably we would now be considering total right of way widths from 80 to 120 feet with perhaps slope easements beyond that depending upon local conditions. The extra taking might be on one side, eccentric, or balanced with the existing right of way. Necessarily, this must be determined when the construction is programmed to fit the conditions at the time.

Construction of this section not programmed, it is not under consideration nor prepared for that purpose. We therefore can give you no information on future right of way takings. It is always possible that some other route may be selected.

It is regretted that nothing useful to your problem is available at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan

F. D. Morgan
Construction Engineer

JEM:rw:fp

cc F. B. Klaboe

RECEIVED
JUN 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

MORTGAGE LOAN CORRESPONDENT
METROPOLITAN LIFE INSURANCE COMPANY
UNION MUTUAL LIFE INSURANCE COMPANY
BROOKLYN SAVINGS BANK
GREATER NEW YORK SAVINGS BANK

MORTGAGE LOANS
PROPERTY MANAGEMENT
INSURANCE
REALTORS
BUSINESS INVESTMENTS

Dean Vincent Inc.
DV INC.
SERVICE

333 S.W. PARK AVENUE
PORTLAND, OREGON 97205
PHONE 226-3181

June 17, 1966

Chief Locating Engineer
State Highway Department
Salem, Oregon

Attention: Mr. Moorelock

Dear Mr. Moorelock:

Thank you for your time and information on our recent phone call. As I told you, would certainly appreciate information on the proposed road change on the Mt. Hood Highway 26.

Enclosed is a map of the property that I am about to sell for the Murphys by name.

The information that I need is the approximate footage on both sides of Highway 26 that the State will appropriate in this specific area.

Page 48 - Section 33 - Township 257E - Range 7E
Page 49 - Section 4 - Township 35 - Range 7E

Thank you.

Sincerely,

DEAN VINCENT, INC.

I Kaske.

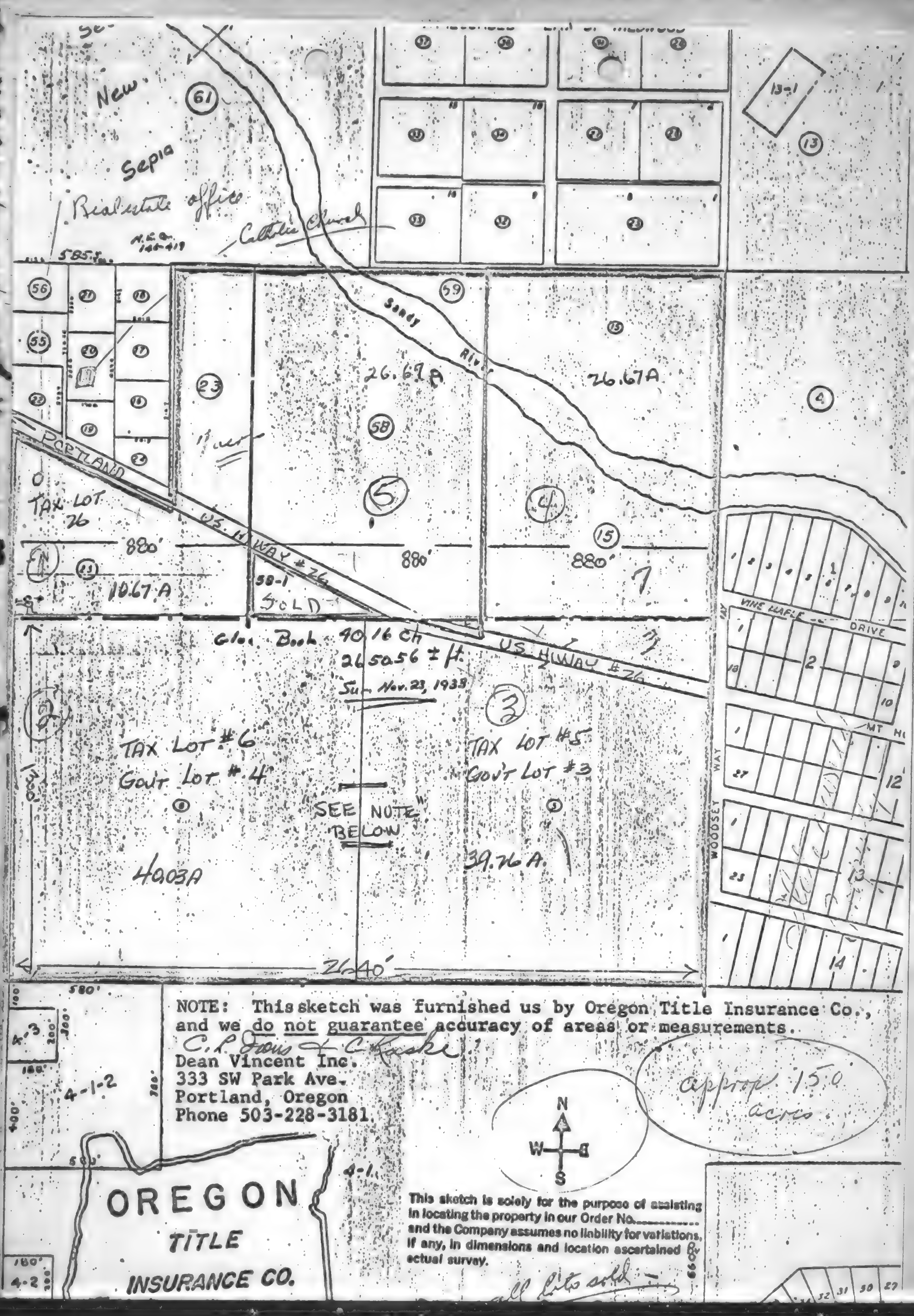
I. Kaske
Business Investments

IK:mje

Enclosure

MEMBER
MORTGAGE BANKERS ASSOCIATION OF AMERICA
MBA
ORGANIZED 1914

A HALF CENTURY
OF SERVICE TO THE
MORTGAGE INDUSTRY



NOTE: This sketch was furnished us by Oregon Title Insurance Co., and we do not guarantee accuracy of areas or measurements.

C. L. Jones & C. Koske

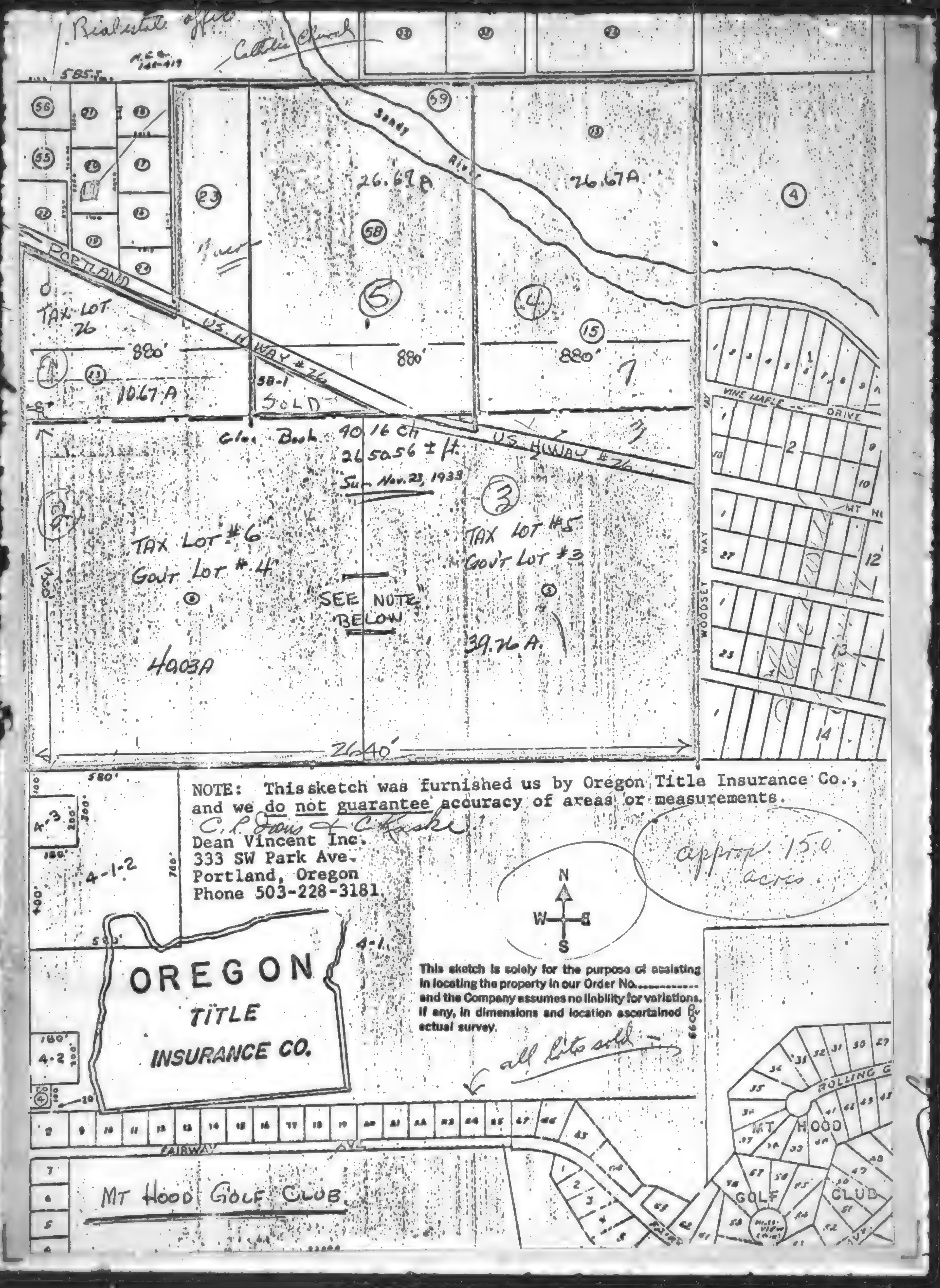
Dean Vincent Inc.
333 SW Park Ave.
Portland, Oregon
Phone 503-228-3181.

approx 150 acres

OREGON TITLE INSURANCE CO.

This sketch is solely for the purpose of assisting in locating the property in our Order No.________ and the Company assumes no liability for variations, if any, in dimensions and location ascertained by actual survey.

all lots sold



NOTE: This sketch was furnished us by Oregon Title Insurance Co., and we do not guarantee accuracy of areas or measurements.

C. L. Jones & C. Koski

Dean Vincent Inc.
333 SW Park Ave.
Portland, Oregon
Phone 503-228-3181

This sketch is solely for the purpose of assisting in locating the property in our Order No.............. and the Company assumes no liability for variations, if any, in dimensions and location ascertained by actual survey.

RECEIVED
MAR 28 1966
FOR FILING

F-RE-156 (19)
7343
560

Salem, Oregon 97310
March 25, 1966

Alder Creek-Forest Boundary
Section, Mt. Hood Highway
Harry E. Williams Property

Mr. L. W. Rulien
Division Engineer
Portland, Oregon

Attention Mr. C. T. Kenney

Reference is made to your letter of February 2, 1966, regarding a call from Harry E. Williams, property owner, on the above project.

The plans, at this time, have not been finalized to the point that right-of-way can be established. This survey is not on any construction program, and it will probably be some time before any construction can be done. It is recommended that Mr. Williams be contacted and informed that the State Highway Department cannot purchase right-of-way for this project now.

F. B. Klaboe
Assistant State Highway Engineer

cc: Victor D. Wolfe
F. D. Morgan

DEK:fp srb

FORM E-30 50M 10-60 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1966

SUBJECT: Alder Cr.-Forest Boundary Section
Mt. Hood Highway

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Enclosed please find a letter from Mr. C. T. Keasey on the subject area concerning property owned by Mr. Harry E. Williams.

Our location survey in this area is quite old. This location was made along with the location from Sandy to Alder Creek where construction is now complete. The typical section is for a 4-foot median, four 12-foot lanes and 10-foot shoulders, except on main road crossings and there a 16-foot median has been provided. In the area in question, we are following approximately the existing alignment and grade.

We have revised the cross sections across Mr. Williams' property to our present-day standards to determine the required right of way. This is shown in green on the enclosed sketch.

As this survey is not on any construction program, it is the recommendation of this office that we do not purchase any right of way from Mr. Williams.

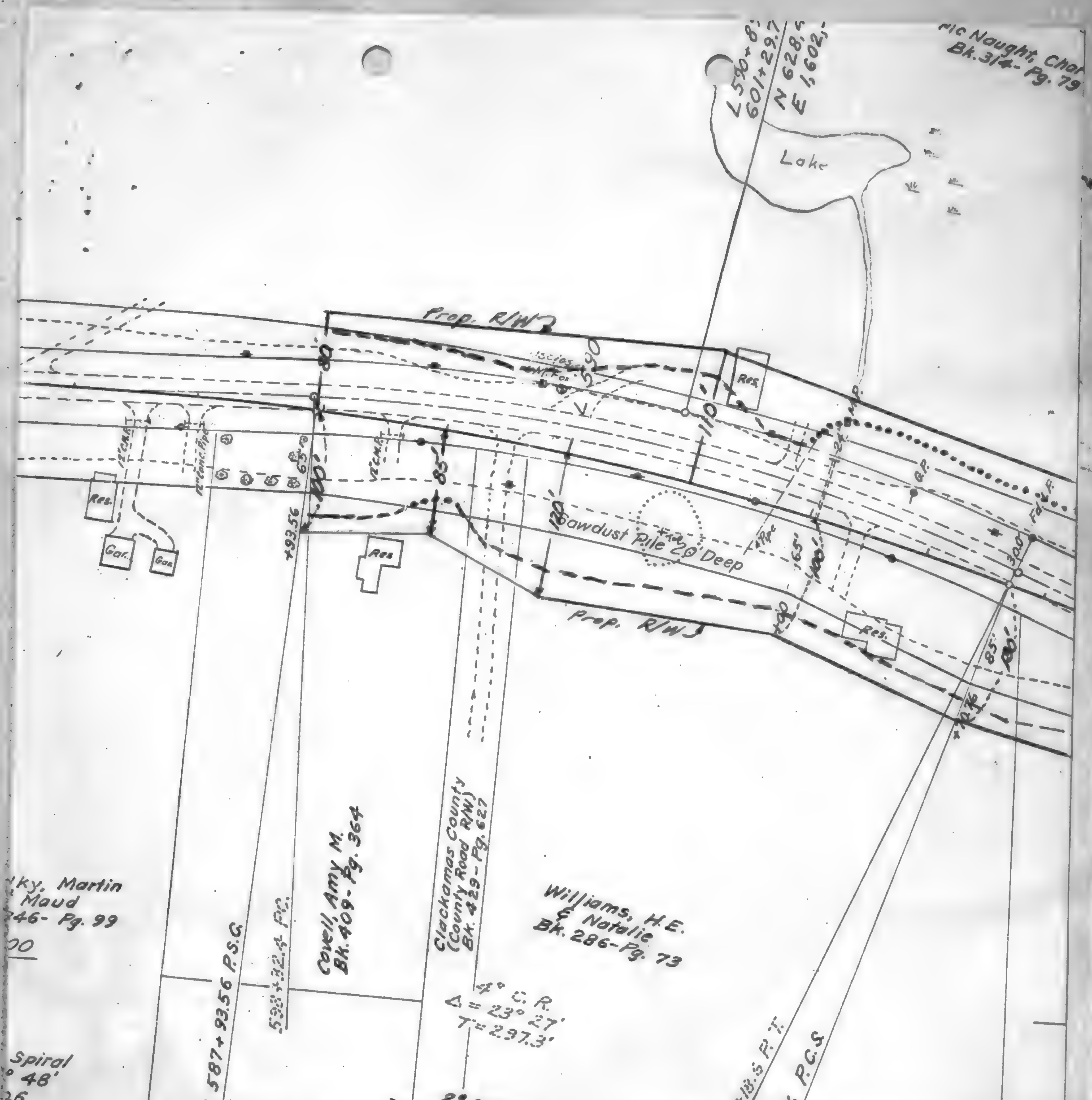
We ask your concurrence or comments on this matter.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fp
Enc.
cc L. W. Rulien

RECEIVED
FEB 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER


L 590+8
601+29.7
N 628,
E 1,602,
Mc Naught, Char
Bk. 314- Pg. 79
Lake
Prop. R/W
Prop. R/W
Res.
Res.
Res.
Res.
Gar.
Gar.
80
110'
85'
100'
120'
65'
100'
85'
80'
300'
+93.56
+70.76
Sawdust Pile 20' Deep
G.P.
kky, Martin
Maud
346- Pg. 99
00
L 587+93.56 P.S.C.
598+72.4 P.C.
Cowell, Amy M.
Bk. 409- Pg. 364
Clackamas County
(County Road R/W)
Bk. 429- Pg. 627
Williams, H.E.
& Natalie
Bk. 286- Pg. 73
4° C. R.
Δ = 23° 27'
T = 297.3'
Spiral
° 48'
.26
2° 24' C.R.
TΔ = 23° 27' 10"
Ts = 696.07'
L.M.C. = 577.20'
Z
Z
Z
603+18.5 P.T.
L 593+70.76 P.C.S.
400' Spiral
S = 4° 48'
a = 0.6

Routing
1 Morgan mf
Do
Bond
Barbee
Walker
Swan

Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 3 1966
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
February 2, 1966

SUBJECT:
Alder Creek-Forest Boundary Sect.
Mt. Hood Highway

To:
Mr. F. D. Morgan
Construction Engineer
Salem

Last week I received a call from Mr. Harry E. Williams, owner of a tract of land which will be involved in the future relocation of the Mt. Hood Highway on the subject section. Mr. Williams' property is located on the south side opposite approximately Stations 590-594, and it appears that we will require a strip of frontage from him varying from between 55 to 70 feet in depth and including the residence on the property. This is based on the slope lines and alignment indicated on the location map submitted by Willard Scofield in 1957.

Mr. Williams is an elderly gentleman (86) and is trying to sell this property, but is having some difficulty due to the known needs of the Highway Department for additional right of way in this area. It is very probable that the slope lines indicated on this location map are not in accordance with current standards and we would probably need more right of way than what has been indicated. Mr. Williams told me that he is very anxious to sell his property and would be quite easy to deal with on an advanced purchase. If there is any way that we could make this advanced right of way purchase on an up-dated design with possible some additional extra width for contingencies, it would be much appreciated. A sketch map showing the approximate boundaries of the Williams property is attached.

Incidentally, Mr. Williams apparently has some considerable influence in the state government through veterans organization affiliations and committees.

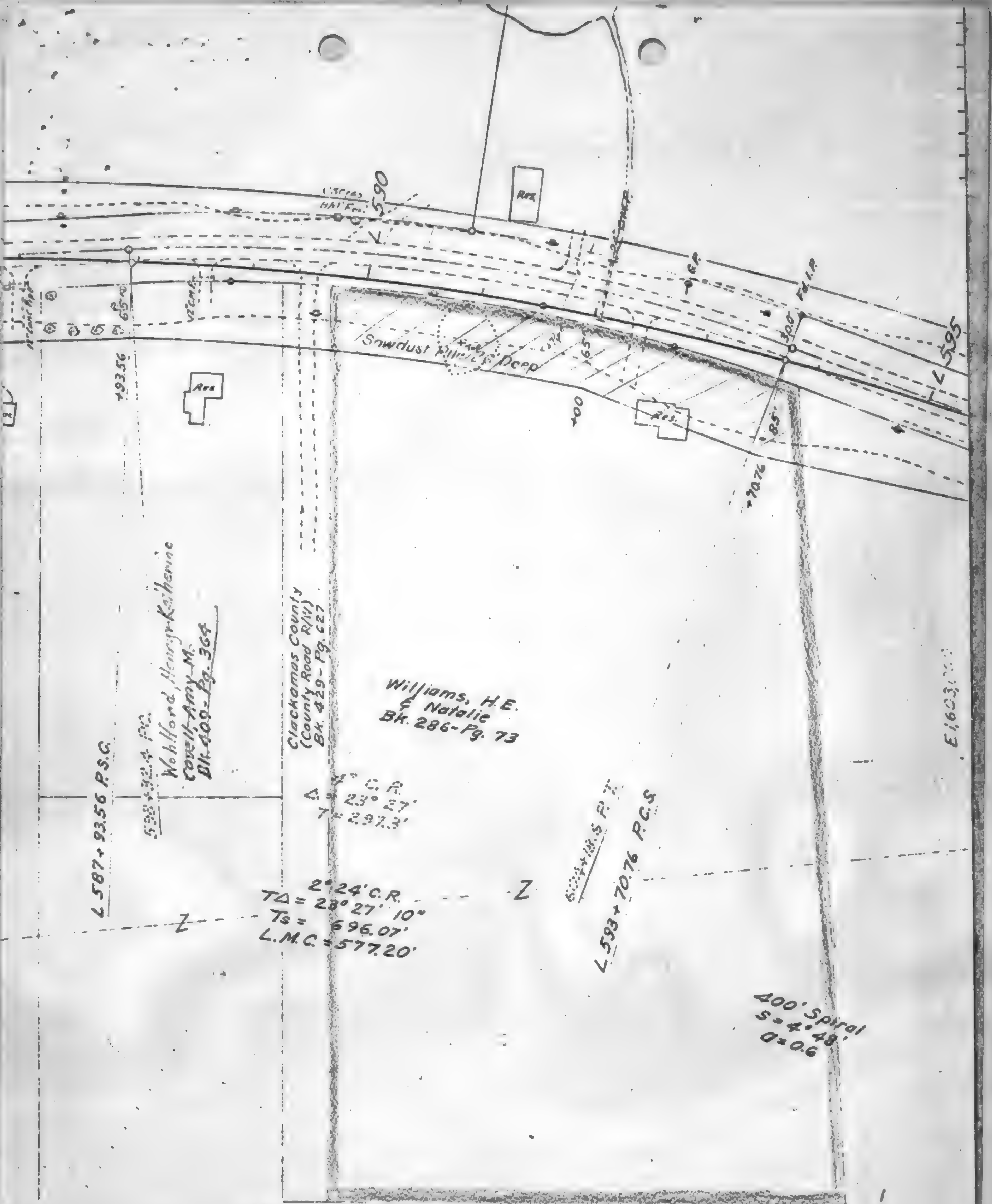
REFERRED TO
Trout
Asst. Const. Engr.
Review + advise B.

L. W. Rulien
Division Engineer

by
C. T. Keasey
C. T. Keasey
Assistant Division Engineer

CTK:fb
Enc.

REFERRED TO
Barbee
By Construction Engineer


590
595
Res
Res
Res
Sawdust Pile 6' Deep
+93.56
65
.65
+00
300
85
+70.76
G.P.
Fd. I.P.
Wohlford, Henry-Katherine
Covell, Amy M.
Bk. 409-Pg. 364
Clackamas County
(County Road R/W)
Bk. 429-Pg. 627
Williams, H.E.
& Natalie
Bk. 286-Pg. 73
L 587+93.56 P.S.C.
°C.R.
Δ = 23° 27'
T = 297.3'
2°24' C.R.
TΔ = 23° 27' 10"
Ts = 696.07'
L.M.C. = 577.20'
Z
Z
L 593+70.76 P.C.S.
400' Spiral
S = 4° 48'
a = 0.6
E 1,603

RECEIVED
MAR 21 1966
FOR FILING

F-RF-156(19)
7343

March 21, 1966

Miss Gerda Gorman
Corresponding Secretary
Hoodland Women's Club, Inc.
Post Office Box 52
Wemme, Oregon 97067

Dear Miss Gorman:

Reference is made to your March 9 letter, addressed to Mr. Glenn L. Jackson, Chairman of the State Highway Commission, and to his reply of March 16.

The Highway Commission and the Department are fully cognizant of the desirability and need for the modernization of the Mt. Hood Highway between Alder Creek and Zigzag. The problem is how to find funds for such a project as it could be done only by delaying or postponing other urgently needed work. Because of higher traffic volumes, the Commission decided to modernize the section between Gresham and Sandy as the next order of business on this highway. This, as you know, is now under construction.

Your letter will not be "pigeonholed" but will again be brought before the Commission when future highway programs are being formulated. While I can make no commitment as to when this work would be undertaken, I am sure it will receive full consideration along with other deficient sections.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Glenn L. Jackson
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

RLP:ms bg

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF GLENN L. JACKSON
% PACIFIC POWER AND LIGHT CO.
MEDFORD, OREGON

March 16, 1966

Miss Sarda Gorman
Corresponding Secretary
Hoodland Women's Club, Inc.
P. O. Box 52
Wemme, Oregon 97067

Dear Miss Gorman:

This will acknowledge receipt of your letter of March [illegible] relative to the section of Highway 26 from Alder Creek east to Government Camp.

I am sure you are aware of the many critical highway needs we are facing in Oregon with a rather small amount of money with which to meet these needs.

Your letter has been referred to the Department for their comment.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:e[illegible]

copy to
Cooper
3-17

RECEIVED
MAR 17 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R L PORTER

HOODLAND WOMEN'S CLUB, INC.

P. O. Box 52

WEMME, OREGON 97067

March 9, 1966

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o PP & L
Medford, Oregon

Dear Mr. Jackson:

The Executive Board and members of the Hoodland Women's Club, Inc. feel very strongly that Highway 26 from Alder Creek east to Government Camp should be improved and widened into a four lane highway.

This highway is widely traveled by skiers in view of the increasing popularity of the sport. Also, a ski area is to be developed on the other side of Mt. Hood which might increase the traffic on Highway 26.

Log trucks and also other varieties of trucks are a menace on this crooked and narrow highway. This area is developing to where many people make their home here and commute to Portland. We are sure that even more people would make their home here and commute if Highway 26 from Alder Creek east to Government Camp were improved and widened.

In the summer, there are innumerable campers with boats attached using this section of Highway 26 on their way to fishing spots over the mountain. Also, there are many motorists from all over the United States and Europe.

If you would use your influence to speed the improvement of Highway 26 from Alder Creek to Government Camp into a four lane highway, it would be very much appreciated.

Thank you.

Very truly yours,
HOODLAND WOMEN'S CLUB, INC.

By Freda Gorman
Corresponding Secretary

RECEIVED
MAR 17 1966
OREGON
STATE HIGHWAY COMMISSION

I-5-2(64) Sutherlin Interch.-Grave Creek 1970
73 Sec., Pacific Hwy. (Intermittent
#7344 guardrail & grading)

STATE COPY

Monthly transaction number 8-92	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
Modification number 1	(PPM 21-7) 8-25-71	Project number I-5-2 (64) 73

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 30, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 214,934.10	$ 215,327.83
Federal funds	$ 197,800.00	$ 198,661.46
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of August, 19 71.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

STATE COPY

Form Approved; Budget Bureau No. 04-R2099.1

MONTHLY TRANSACTION NO. 4-50	FORM PR-2 (REV. 8-69) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 4-14-70	COUNTY Douglas and Josephine PROJECT NO. I-5-2(64)73

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Shady Point-Grave Creek Section of the Pacific Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-25-70	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 214,502	FEDERAL FUNDS $ 197,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F. Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer April 14, 1970

EXISTING STOCKS OF PR-2 (REV. 9-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. I-5-2 (64) 73

SHADY POINT - GRAVE CREEK SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS AND JOSEPHINE COUNTIES

Salem, Oregon March 30, 1970

Project agreement estimate.

Type Code Y101
Guard Rail (MP 198.31 to MP 247.03)

Temporary Protection and Direction of Traffic	All Required (70%)		$10,500.00
Clearing and Grubbing	All Required (60%)		1,500.00
Removal of Structures and Obstructions	All Required (60%)		3,900.00
Embankment in Place	10,950 cu.yd.	3.35	36,682.50
Trench Excavation	140 cu.yd.	5.00	700.00
Furnishing and Placing Topsoil	2,700 cu.yd.	4.25	11,475.00
Watering	95 M-gal	7.50	712.50
Aggregate Leveling Course	2,700 cu.yd.	6.00	16,200.00
Concrete Barriers	175 cu.yd.	97.50	17,062.50
18-inch Culvert Pipe	430 lin.ft.	6.30	2,709.00
Guard Rail, Type 2A	11,800 lin.ft.	4.00	47,200.00
Median Barrier	50 lin ft.	4.60	230.00
Guard Rail Anchors	82 only	215.00	17,630.00
Extra for Guard Rail Bridge Connection	68 only	195.00	13,260.00
Extra for Guard Rail Barrier Connection	10 only	175.00	1,750.00
Special Median Barrier Terminals	3 only	520.00	1,560.00
Extra Posts with Blocks	250 only	17.50	4,375.00
Roadside Seeding	6 acre	60.00	360.00
Roadside Mulching	6 acre	175.00	1,050.00
Seed Mixture	190 lb.	2.40	456.00
Fertilizer, 22-16-8	22 cwt.	20.00	440.00
			$189,752.50
Flagging (60% of Contractor's Costs)	All Required (70%)		$ 5,250.00

Subtotal	$195,002.50
10% Eng. & Cont.	19,499.50
Total	$214,502.00

Length of Project - - - - - - 0.00 Mile

Retained in Program Status

Revise Irrigation Systems	All Required (20%)	$ 200.00
	Subtotal	$ 200.00
	10% Eng. & Cont.	20.00
	Total	$ 220.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Guard Rail	$214,502.00	$197,800.00	$16,702.00
Retained in Program	220.00	200.00	20.00
Total	$214,722.00	$198,000.00	$16,722.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1-68%

Prefix 610-1032
Contract No. 7344

5-7-71

RECEIVED
MAY 2? 1971
FOR FILING

STATE COPY

cc:OSHD (A. E. Johnson)
Region
Wash DC

I-5-2(64)[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

REGION NO. 8	REPORT NO. 4	COUNTY Douglas Josephine	DIVISION Oregon
DATE OF REPORT 5-7-71	REPORT MADE BY P.V. Riedl, Area Engr		PROJECT NO. I-5-2(64)73 I-5-3(86)121
COMPLETION DATE 10-14-70	ACCEPTANCE DATE BY CONTRACT AGENCY 2-17-71	TIME ELAPSED 100 %	CONTRACT TIME 150 Cal Days
APPROVED EXTENSIONS *See below	LOCATION I-5 Sutherlin Interchange to Sunny Valley Interchange		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
E. JOHNSON

cy to Construction
[illegible]

SUTHERLIN INTERCHANGE - GRAVE CREEK SECTION
PACIFIC HIGHWAY
Grading and Guardrail

The project work consists of installing and adjusting guardrail at selected locations throughout the project and placing of embankment in place where required.

The project is located on Interstate 5 Pacific Highway. The north end of the project is located at Sutherlin, Oregon, approximately 12 miles north of Roseburg to the Sunny Valley Interchange which is approximately 17 miles north of Grants Pass, Oregon. The overall length of the project is 65.26 miles.

The project was completed on October 14, 1970. The contract was set up for the work to be performed in 150 calendar days. This time was exceeded by 30 days, however, an approved extension of time extended the days by 30 days and no liquidated damages have been assessed.

The final contract amount was approximately $236,000 which was a 14% underrun. Price agreements and extra work orders have increased the amount by $41,000. There were no major overruns or underruns on the project. Information on the overruns and underruns are on file in the Division office.

NOTED
TOM EDWARDS

RECEIVED
MAY 19 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE R. E. Simpson	
TITLE Area Engineer	DATE 5-7-71	TITLE Division Engineer	DATE 5-12-71

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
MAR 4 - 1971

I-5-2(64)73
7344

March 4, 1971

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 18, 1971, we wrote to you concerning release of final payment on Contract No. 7344 awarded to Hughes and Dodd Company for work on the Sutherlin Interchange-Grave Creek Section of the Pacific Highway in Douglas and Josephine Counties.

Final payment on this contract is $4,808 and the total contract amount is $276,118.51 including $1,835.96 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Hughes and Dodd Company
P. O. Box 246
Medford, Oregon 97501

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
G. T. Keasey

RECEIVED
MAR 30 1971

FOR FILING

I-5-2(64)73
7344

#2

February 18, 1971

Hughes and Dodd Company
P. O. Box 246
Medford, Oregon 97501

Gentlemen:

The State Highway Commission at its meeting on February 16 granted your request for a 31-day extension of time, without assessment of liquidated damages, on Contract No. 7344 for work on the Sutherlin Interchange-Grave Creek Section of the Pacific Highway in Douglas and Josephine Counties.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc F. D. Morgan
V. E. Skoog
C. T. Keasey
John Hagedorn
Federal Highway Administration

UNITED PACIFIC INSURANCE COMPANY
A MEMBER OF UNITED PACIFIC INSURANCE GROUP
HOME OFFICE: TACOMA, WASHINGTON 98401
FIDELITY AND SURETY DEPARTMENT

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That the UNITED PACIFIC INSURANCE COMPANY, a corporation of the State of Washington, having its principal offices in the city of Tacoma, Washington, pursuant to authority granted by By-Law No. 37-A of its By-Laws, which reads as follows:

"The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President of this Corporation, shall have authority to appoint in writing such attorneys-in-fact as the business of the Company may require, and to authorize such attorneys-in-fact, and each of them, to execute on behalf of the Company, any bonds, recognizances, stipulations, contracts of indemnity and other undertakings of like character, or to exercise any lesser number of said powers as hereinbefore set forth.

"Said appointments shall be attested by the Secretary or an Assistant Secretary of this Corporation under its seal. The signature of the Secretary or any Assistant Secretary to certified copies of such powers of attorney may be original or facsimile, and when the corporate seal is affixed thereto, any third party may rely on said certified copies of powers of attorney as the act and deed of this Corporation. The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President may revoke any appointment made pursuant hereto, and revoke any and all authority conferred by any such appointment."

does hereby nominate, constitute and appoint DON STATHOS of MEDFORD, OREGON - - - - - - - - - - - - - -

its true and lawful Attorney-in-Fact, to make, execute, seal and deliver for and on its behalf, as surety, and as its act and deed,

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP.

The execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Tacoma, Washington, in their own proper persons.

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Executive Vice-President and its corporate seal to be hereto affixed, duly attested by its Assistant Secretary, this 8th day of January, 19 70.

UNITED PACIFIC INSURANCE COMPANY

Attest: s/ GERRY L. WHITE
Assistant Secretary

By s/ MORRIS E. BROWN (SEAL)
Executive Vice-President

STATE OF WASHINGTON
County of PIERCE } ss.

On this 8th day of January, 19 70, personally appeared MORRIS E. BROWN and GERRY L. WHITE, to me known to be the Executive Vice-President and Assistant Secretary, respectively, of UNITED PACIFIC INSURANCE COMPANY, and acknowledged that they executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that By-Law No. 37-A, set forth therein, is still in full force.

Witness my hand and seal hereto affixed the day and year first above written.

My Commission Expires January 15, 19 74.

s/ Bertha M. Barragar
Notary Public in and for the State of Washington
Residing at Tacoma

STATE OF WASHINGTON
County of PIERCE } ss.

I, GERRY L. WHITE Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the foregoing instrument is a true copy of a Power of Attorney duly and regularly issued by said Company, and that the same is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company at the City of TACOMA this 18th day of November 19 70

Gerry L White (SEAL)
Assistant Secretary

B-1027A General — Power of Attorney Rev. 11-66

PHONE 773-4588

HUGHES & DODD CO.

General Contractors

4048 CRATER LAKE HIGHWAY • P. O. BOX 246
MEDFORD, OREGON 97501

November 11, 1970

Oregon State Highway Department
John R. Hagedorn, Resident Engineer
1947 S.E. Jackson Street
Roseburg, Oregon 97470

RE: Contract # 7344
Sutherlin-Grave Creek
Grading and Guard Rail

[illegible] DIVISION
RECEIVED
NOV [illegible]
Assign ______ For ______
Reply ______ Action

Dear Sir;

In accordance with article 108.09 of Standard Specifications for Highway construction, 1970 Edition, regarding adjustment of contract time for completion of work, we hereby request an increase in time for completion without assessment of liquidated damages.

This project had numerous changes in design, when it was obvious that conditions differed from the original plans. In one instance it was necessary to have a field inspection in which representatives from the Salem design Office, Salem construction Engineer and a Engineer from the Bureau of Public Roads visited the job as a group to reccomend various changes which the Resident Engineer had encountered, due to conditions conflicting with plans.

Price agreement # 1 was initiated which consisted of removal of 2500 L.F. of guard rail. This covered work necessary to adjust line and grade on existing runs of guard rail in approximately 25 to 30 areas.

Price agreement # 2 covered the replacement of this guard rail.

Due to the fact that all of the runs of rail in these two price agreements were short (25' to 100') it was very time consuming to make these changes. Traffic conditions required moving of the signing and traffic control devices for every seperate area. In some instances removal was required, then building up of the shoulders with leveling course before replacement of guard rail. In most instances this guard rail required cleaning and painting, not considered in the original contract.

Price agreement # 3 was for grader rental to correct drainage problems, mostly in the median areas.

Price agreement # 4 was increasing the amount of leveling course. The time involved in this agreement was considerable due to the fact that there were so many areas involved. This material was used to build up shoulders, both outside and in the median areas, also building up drainage in extra guard rail areas, again requiring the moving of signs and traffice control.

Price agreement # 5 was necessary to aquire proper drainage in embankment areas, the time involved for engineering, ordering materials, inspection of materals and shipment of same plus installing was extensive, also requiring si signing and traffic control.

Price agreement # 6 was due to the fact that a style of bridge was encountered requiring special concrete anchor block. These blocks were precast in a central yard, then bauled and placed each in a seperate area, the final finish of concrete made in place. All areas required drilling of concrete, doweling and anchoring with grout and epoxy. Each area had to be signed and traffic control was very necessary because of working in narrow bridge traffic areas.

Besides the price agreements we had extra work orders for changing of irrigation system in the planted areas. Most of the work in these areas was hand labor and was quite involved.

I have repeated the need for traffic signing and controll because it was so necessary and so involved to accomplish any work. Also it should be considered that we could only work 5 days a week, due to the extreme flow of traffic on Saturday and Sunday. In fact the engineer on two different occasions required us to shut down for 3 day week ends due to extreme traffic, however he did not charge workdays for these 6 days.

We are including charts for P.A. #1 and P.A. #2 estimating additional time involved in these changes. We have segregated the time for different phases of this work as close as possible allowing for the conditions as we found them. We feel the difference in work day count which should be allowed should be approximately 25½ days.

P.A. # 3 involved approximately 2½ days which we feel we should allowed.

The leveling course involved in P.A. #4 was increased by 3550 cu. yds. our average production per day on this item was less than 300 cu. yds. per day. Due to the fact that all of the areas were so limited and there was considerable moving involved we feel we should be allowed 12 workdays.

We have charted the time for P.A. #5 which we feel should be 4½ days.

The bridge connections referred to in P.A. #6 were very involved. There were 14 of these connections and we should be allowed a minimun of 1 day per unit. This results in 14 days time extension.

The extra work orders involved amounted to approximately 20 days which we feel we should be allowed.

In all we have arrived at a total of approximately 78½ days as above stated. Considering the fact that we should have had more than one crew working we feel we are fair in asking that the 31 days liquidated damages be allowed as an extension of time and we should not be penalized for running over on a job which differed so greatly from the original plans, in fact almost every area involved in the project (153 areas) there were changes.

We wish you would give this request every consideration as we have stated the facts as well as possible.

Thank you
Hughes & Dodd Co.

By
Cecil H. Hughes, President

CHH/en

①

		TRAFFIC CONTROL	INSTALL POSTS	BOLT UP RAIL	REPLACE A.C.		CTAL	TOTAL		TRAFFIC CONTROL	REMOVE RAIL	SHOULDER ROCK	SET LINE & GRADE
M.P. 192.29 Airport Road O-xing N.B. Left	Add 9 G.R. Posts with Blocks	.5	1.5	.5	.5			3.0	Remove 75' G.R. Install 75' G.R.	1.0	.5	.0	.25
M.P. 192.29 Airport Road O-xing S.B. Left	Add 9 G.R. Posts with Blocks	.5	1.5	.5	.5			3.0	Remove 75' G.R. Install 75' G.R.	1.0	.5	.0	.25
193.24 Garden Valley Road- N.B. Left	Add 18 G.R. Posts with Blocks	.5	3.0	1.0	1.0			5.5	Remove 100' G.R. Install 100' G.R.	1.0	1.0	.0	.25
193.24 Garden Valley Road S.B. Left	Add 18 G.R. Posts with Blocks	.5	3.0	1.0	1.0			5.5	Remove 112' G.R. Install 112' G.R.	1.0	1.0	.0	.25
197.74 Shady Bridge S.B. Right	No work in This Area								60 cy Shldr Rock Install 200' G.R.	1.0	.0	2.5	.25
216.45 Gazley Road Interchange S.B. Right	Install 200' G.R.	.5	6.0	3.0	.0			9.5	Install 637.5' G.R.	1.5	.0	.0	.5
219.84 S.W. Lot St. N.B. Right	Add 6 G.R. Posts with Blocks	.5	1.0	.5	.0			2.0	Remove 54.5' Install 56.6'	.5	.5		.2
						Total		28.5					

SHOULDER ROCK	SET LINE & GRADE	REPLACE POSTS	PAINT REMOVEAL	BOLT UP RAIL	PRIME & PAINT	REPLACE A.C.			TOTAL		
.0	.25	3.0	1.25	1.0	1.0	1.0			9.0	Blockouts not in existing Run - Re-Alignment	Rail would not line up change in spacing
.0	.25	3.0	1.25	1.0	1.0	1.0			9.0	Blockouts not in existing Run - Re-Alignment	Rail would not line up - change in Spacing
.0	.25	4.0	1.5	1.5	1.5	1.5			12.25	Round posts + no Blockouts in existing Run - Re-Alignment	Round Posts would not hold Blocks - Rail would not line-up Change in Spacing
.0	.25	4.5	1.75	1.75	1.5	1.5			13.25	Round posts + no Blockouts in existing Run - Re Alignment	Round Posts would not hold Blocks - Rail would not line up Change in Spacing
25	.25	6.0	.0	3.0	3.0				15.75	Dangerous End on existing Rail	Widen shoulder Taper G.R. to eliminate Danger
.0	.5	16.0	.0	8.0	.0	.0			26.0	Added G.R. to Protect Danger Area	
	.25	25	.75	.5	1.0	.0			6.0	Re-Adjust Line + Grade to fit Bridge	
								Total	91.25		

②	TO PLAN	HOURS TRAFFIC CONTROL	INSTALL POSTS	BOLT UP RAIL	REPLACE A.C.		OTAL	TOTAL	REQUIRED	TRAFFIC CONTROL	REMOVE RAIL	SHOULDER ROCK	SET LINE & GRADE
219.84 S.W. 1st St S.B. Right	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 77' GR Install 89.8' GR	1.0	.5	.0	.25
220.06 S.W. 5th St N.B. Right	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 52' GR Install 59.4' GR	.5	.5	.0	.2
220.06 S.W. 5th St S.B. Right	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 77' GR Install 84.3' GR	1.0	.5	.0	.2
MP 231.82 Cow Cr. Bridge N.B. Left	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 175' GR Install 183' GR	1.0	1.5	.0	.
M.P. 231.82 Cow Cr. Bridge S.B. Right	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 52' GR Install 59.1' GR	.5	.5	.0	.2
MP 231.82 Cow Cr. Bridge S.B. Left	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 52' GR Install 59.6' GR	.5	.5	.0	.
MP 231.95 Quines Cr. Bridge N.B. Right	Add 7 posts with Blocks	.5	1.0	.5				2.0	Remove 52' GR Install 59.8' GR	.5	.5	.0	
MP 231.95 Quines Cr. Bridge S.B. Right	Add 7 posts with Blocks	.5	1.0	.5				2.0	Remove 52' GR Install 59.6' GR	.5	.5	.0	
							Total	16.0					

SHOULDER ROCK	SET LINE & GRADE	REPLACE POSTS	PAINT REMOVEAL	BOLT UP RAIL	PRIME & PAINT	REPLACE A.C.			TOTAL		
.0	.25	3.0	1.0	1.0	1.0				7.75	Re-Adjust Line & Grade to fit Bridge	
.0	.25	2.5	.75	.5	1.0				6.0	Re-Adjust Line & Grade to fit Bridge	
.0	.25	3.0	1.0	1.0	1.0				7.75	Re-Adjust Line & Grade to fit Bridge	
.0	.25	5.75	2.0	2.5	2.5				15.50	Re-Adjust Line & Grade to fit Bridge	
.0	.25	2.5	.75	.5	1.0				6.0	Re-adjust Line & Grade to fit Bridge	
.0	.25	2.5	.75	.5	1.0				6.0	Re-Adjust Line & Grade to fit Bridge	
.0	.25	2.5	.75	.5	1.0				6.0	Re-Adjust Line & Grade to fit Bridge	
.0	.25	2.5	.75	.5	1.0				6.0	Re-Adjust Line & Grade to fit Bridge	
								Total	61.0		

③		TRAFFIC CONTROL	INSTALL POSTS	BOLT UP RAIL	REPLACE A.C.		TOTAL	TOTAL		TRAFFIC CONTROL	REMOVE RAIL	SHOULDER ROCK	SET LINE & GRADE
MP 231.95 Quines Cr Br. S.B. Left	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 52' GR. Install 62' GR.	.5	.5	.0	.25
MP. 237.54 Glendale Inter. N.B Right	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 102' GR Install 110' GR.	1.0	1.0	.0	.25
M.P 237.54 Glendale Inter N.B. Left.	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 77' GR Install 83.4 GR.	1.0	.5	.0	.25
MP 237.54 Glendale Inter SB, Right	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 102' GR Install 109' GR	1.0	1.0	.0	
MP. 241.73 N. Wolf Cr Inter N.B. Right	Add 10 posts with Blocks	.5	1.5	.5				2.5	Remove 88' GR Install 95' GR	1.0	.75	.0	
M.P. 242.30 S. Wolf Cr. Inter N.B Right	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 104' GR Install 108.6' GR	1.0	1.0	.0	
MP. 242.30 S. Wolf Cr. Inter SB Right	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 102' GR Install 107.7 GR	1.0	1.0	.0	
MP. 246.41 Leland Road N.B Right	Add 7 Posts with Blocks	.5	1.0	.5				2.0	Remove 125' GR Install 134' GR.	1.0	1.25	.0	
							Total	16.5					

ROCK	SET LINE & GRADE	REPLACE POSTS	PAINT REMOVEAL	BOLT UP RAIL	PRIME & PAINT	REPLACE A.C.			TOTAL		
.0	.25	2.5	.75	.5	1.0				6.0	Re-Adjust Line & Grade to fit Bridge	
.0	.25	4.0	1.5	1.5	1.5				10.75	Re-Adjust Line & Grade to fit Bridge	
.0	.25	3.0	1.0	1.0	1.0				7.75	Re-adjust Line & Grade to fit Bridge	
.0	.25	4.0	1.5	1.5	1.5				10.75	Re-Adjust Line & Grade to fit Bridge	
.0	.25	3.5	1.0	1.5	1.0				9.0	Re-Adjust Line & Grade to fit Bridge	
.0	.25	4.0	1.5	1.5	1.5				10.75	Re-Adjust Line & Grade to fit Bridge	
.0	.25	4.0	1.5	1.5	1.5				10.75	Re Adjust Line & Grade to fit Bridge	
.0	.25	4.5	1.5	1.5	1.5				11.5	Re-Adjust Line & Grade to fit Bridge	
								Total	77.25		

27

		TRAFFIC CONTROL	INSTALL POSTS	BOLT UP RAIL	REPLACE A.C.		CTAL	TOTAL		TRAFFIC CONTROL	REMOVE RAIL	SHOULDER ROCK	SET LINE & GRADE
MP 246.41 Le[illegible] [illegible]	Add 7 posts [illegible] Bl[illegible]	.5	1.0	.5				2.0	Remove 128' GR. Install 134.4' GR.	1.0	1.25	.0	.25
MP.246.[illegible] Grave Cr [illegible] NB. Right	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 112' GR Install 122' GR	1.0	1.0	.0	.25
MP 246.95 Sunny Valley Inter NB Right	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 104' GR Install 108.2' GR	1.0	1.0	.0	.25
MP 246.95 Sunny Valley Inter SB, Right	Add 5 posts with Blocks	.5	1.0	.5				2.0	Remove 104' GR Install 109.4' GR	1.0	1.0	.0	.25
							Total	8.0					
	Sheet #1							28.5					
	Sheet #2							16.0					
	Sheet #3							16.5					
	Sheet #4							8.0					
	TOTAL							69.0					

ROCK	SET LINE & GRADE	REPLACE POSTS	PAINT REMOVEAL	BOLT UP RAIL	PRIME & PAINT	REPLACE A.C.			TOTAL		
0	.25	4.5	1.75	2.0	1.5				12.25	Re-Adjust Line & Grade to Fit Bridge	
.0	.25	4.5	1.75	2.0	1.5				12.0	Re-Adjust Line & Grade to Fit Bridge	
.0	.25	4.0	1.5	1.5	1.5				10.75	Re-Adjust Line & Grade to Fit Bridge	
.0	.25	4.0	1.5	1.5	1.5				10.75	Re-Adjust Line & Grade to Fit Bridge	
								Total	45.75		
									91.25 61.0 77.25 45.75		
									275.25		

				Excavation	Lay Pipe	Backfill
MP 199.14 Grant Smith Xing NB Right	None	None	160' 15" CMP including Exc. & Backfill	10	40	
MP 198.58 Sign Bridge NB Right	None	None	120' 15" CMP including Exc & Backfill			
MP 213.49 Chadwick Lane S.B. Left	None	None	150' 12" CMP including Exc. & Backfill			
MP 211.63 Weaver Rd Xing NB Right	None	None	80' 18" CMP including Exc & Backfill			
MP 192.29 Airport Rd Xing NB Right	None	None	140' 15" CMP including Exc & Backfill			

								Total		
								8.0		
								8.0		
								8.0		
								4.0		
								8.0		
								36		

RECEIVED
FEB 18 1971
FOR FILES

I-5-2(64)73
7344

February 18, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7344 awarded to Hughes & Dodd Company for work on the Sutherlin Interchange-Grave Creek Section of the Pacific Highway in Douglas and Josephine Counties, was completed October 14, 1970, and accepted by the Highway Commission on February 17, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 25, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc Hughes & Dodd Company
P. O. Box 246
Medford, Oregon 97501

bc C. T. Kenney
F. B. Morgan
I. D. Merchant
V. E. Shoog
Attn: John Kerr

RECEIVED
FEB 22 1971

FOR FILING

I-5-2(14)73
7344

February 17, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 14, 1970 on Contract No. 7344. The contract was with Hughes and Dodd Company and was for grading and guardrail on the Sutherlin Interchange-Grave Creek Section of the Pacific Highway in Douglas and Josephine Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 17, 1971 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

RECEIVED
FEB 3 1971
FOR FILING

I-5-2(64)73

7344

February 2, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 2
February 16, 1971 meeting

Gentlemen:

Hughes and Dodd Company has requested a 31-day extension of time on the Sutherlin Interchange-Grave Creek Section, Contract No. 7344 in Douglas and Josephine Counties. This was a safety improvement project covering intermittent work through about 63 miles of I-5. The main feature of the project was upgrading of guardrail to current standards. The contractor's request is based on work added by Price Agreements.

The project was completed October 14, 1970, with 31 days liquidated damages accrued at the rate of $100 per day. Six Price Agreements covered changes or additions to the work. Two of these covered removal and replacement of additional 2,870 feet of guardrail. Another added 3,470 cubic yards of aggregate leveling course which was used in small quantities at many different locations throughout the project. The contractor started the project promptly and cooperated in accomplishing the revised work items at the many different locations involved.

I recommend a 31-day extension of the contract time which will delete all liquidated damages. This was a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the February 16 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
C. T. Keasey
L. H. Young
V. E. Skoog

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7344 Contractor Hughes and Dodd Co.

Highway Pacific

Section Sutherlin-Grave Creek

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 31 day extension because of Price Agreement changes and additions.

Recommended for Approval:

Division Engineer

Phil A. Bird

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 7344

Project designation I-5-2(64)73, G-1 I-5-3(86)121, G-2 State-Federal

Date awarded March 24, 1970

Work started 4-7-70

Per cent completed 100% 10-14-70 Date

No. of Workdays Allowed 150

No. of Workdays Used 181

No. of Added Workdays Requested 31

[illegible]

H-680 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 18, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 181 days, within which to complete our Contract No. 7344, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

as enclosed

Respectfully submitted,

Hughes & Dodd Co.
Contractor

By Cecil H. Hughes, President

CONSENT OF SURETY

Date *November 18*, 19*70*

We, *United Pacific Insurance Company*
P. O. Box 1788, Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Don Stathos
Don Stathos Attorney-in-fact

(SEAL)

Resident Agent

[illegible] (Rev.)—5M—6-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 18, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 181 days, within which to complete our Contract No. 7344, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

as enclosed

Respectfully submitted,

Hughes & Dodd Co.
Contractor

By Cecil H. Hughes
Cecil H. Hughes, President

CONSENT OF SURETY

Date November 18, 1970

We, United Pacific Insurance Company
P. O. Box [illegible], Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Don Stoltz
Don [illegible], Attorney-in-fact

Frank [illegible]
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7344 Contractor Hughes and Dodd Co.

Highway Pacific

Section Sutherlin-Grave Creek

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 31 day extension because of Price Agreement changes and additions.

Recommended for Approval:

John [illegible]
Division Engineer
Const.

[illegible]
for
Construction Engineer or Bridge Engineer

A E Johnson
Assistant State Highway Engineer

Contract No.	7344
Project designation State-Federal	I-5-2(64)73, G-1 I-5-3(86)121, G-2
Date awarded	March 24, 1970
Work started	4-7-70
Per cent completed	100% 10-14-70 Date
No. of Workdays Allowed	150
No. of Workdays Used	181
No. of Added Workdays Requested	31

[illegible]

RECEIVED
JAN 1[illegible] 1971
FOR [illegible]

Form FHWA-[illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-2(64)73

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 6, 1971

In reply refer to: 08-35-DB

1344 G. K. H[illegible]

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(64)73 and I-5-3(86)121
Sutherlin Interchange
Grove Creek Section
Request for Time Extension

Johnson

The additional work required under the Price Agreements approved on the project have caused the contractor to extend his time to complete the work.

We concur in your recommendation to extend the contract time by 31 days with no charge of liquidated damages.

NOTED
A. E. JOHNSON

copy to Morgan
1-12-71

NOTED
TOM EDWARDS

RECEIVED
JAN [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

January 4, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Sutherlin Interchange-Grave Creek Section
Project No. I-5-2(64)73 and L-5-3(86)121
Contract No. 7344
Request for Time Extension

Hughes and Dodd Company has requested a 31-day extension of the above contract time and presented a rather lengthy justification, but all based on Price Agreement or Extra Work Order additions to the contract. In his request, the contractor refers to 153 separate work areas which we believe is accurate.

The project was awarded March 24, 1970, with 150 calendar workdays allowed. It was actually completed October 14, 1970, and after allowing for 10 days ordered stop work time through three separate holiday periods, there are 31 days liquidated damages at the rate of $100 per day.

There were seven Price Agreements, six of which covered added work. Two cover removal and replacement of 2,870 feet of guardrail made up of short runs. At the rate of 150 feet of rail per day, these would justify 17 days. Another Price Agreement added 3,470 cubic yards of aggregate leveling course which went into many different areas throughout the job. At a production rate of 300 cubic yeards per day, this Price Agreement would justify 12 days. Other added orders and the time involved in arriving at the changes in design covered by them easily justify the remaining two days. Several of these added orders evolved from a detailed review of the project April 17 in which your District Engineer participated.

May we have your concurrence in this extension.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
C. T. Kenney
JAB:fw ms

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1970

SUBJECT: Sutherlin Interchange-Grave Creek Section
Contract No. 7344
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Hughes and Dodd Company has requested a 31-day extension of the above contract time. They present a rather lengthy derivation but all based on Price Agreement or Extra Work Order additions to the contract.

This project was 65 miles long with spot safety improvement work intermittent throughout including guardrail work at 46 structures. In his request, the contractor refers to 153 separate work areas which we believe is accurate. The project was awarded March 24, 1970 with 150 calendar workdays allowed. It was actually completed October 14, 1970 and after allowing for 10 days ordered stop work time through three separate holiday periods, there are 31 days liquidated damages at the rate of $100 per day.

There were seven Price Agreements, six of which covered added work. Two of them cover removal and replacement of 2,870 feet of guardrail. At the rate of 150 feet of rail per day, these would justify 17 days. Another Price Agreement added 3,470 cubic yards of aggregate leveling course which went into many different areas throughout the job. At a production rate of 300 cubic yards per day, this Price Agreement would justify 12 days. Other added orders and the time involved in arriving at the changes in design covered by them easily justify the remaining two days.

The Resident Engineer and the Regional Engineer both recommend the complete 31 days extension and we concur. This was a Federal-aid Interstate project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIVED
DEC 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Attach.
cc V. L. Gallagher

I-5-2(64)73
7344

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Sutherlin Interchange-Grave Creek	HIGHWAY Pacific	WEEK ENDING November 14, 1970
		SECTION PREFIX 610-1032
		COUNTY Douglas & Josephine
NAME OF JOB Sutherlin Interchange-Grave Cr.	KIND OF WORK Grading and Guardrail	
CONTRACTOR Hughes & Dodd Company	CONTRACT NUMBER 7344	FEDERAL AID PROJECT NUMBER I-5-2(64)73 & I-5-3(86)121
DATE OF CONTRACT March 24, 1970	DATE WORK STARTED April 7, 1970	ESTIMATED COMPLETION DATE See Below
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 150	WORK DAYS USED CALENDAR DAYS USED 181
PROJECT AUTHORIZATION: $372,055.30	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 121%
EXCLUSIVE OF ENGINEERING: $342,552.77	ENGINEERING AUTHORIZATION $29,502.53	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $274,310.51	ENGINEERING COST TO DATE $46,933.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: UNDERRUN 13.66 %	PERCENT OF AUTHORIZATION 159 %	DATE PROJECT WAS COMPLETED: October 14, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	Grading	Base	MAT'L. PROD.		Guardrail
100%	100%		100%	100%	100%		100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	65.26	65.26			65.26
MILES PARTIALLY COMPLETED					
MILES COMPLETED	65.26	65.26			65.26
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,400	3,600			19,400
TOTAL QUANTITIES CORRECTED TO DATE	7,800	6,928			19,700
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,800	6,928			19,700
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Rain	0		
MONDAY 9	Rain	0		
TUESDAY 10	Rain	0		
WEDNESDAY 11	Rain	0		
THURSDAY 12	Fair	0		
FRIDAY 13	Fair	0		
SATURDAY 14	Fair	0		

Routing
Morgan
Decker
Bond
Walker
Beelune
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher

RECEIVED
NOV 18 1970
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	
MONDAY 9	Field: Work completed. Office: Working on Semi-final Estimate.
TUESDAY 10	Field: Work Completed. Office: Working on Semi-final Estimate.
WEDNESDAY 11	Election Day
THURSDAY 12	Field: Work Completed. Office: Working on the Semi-final Estimate.
FRIDAY 12	Field: All work completed. Office: Semi-final Estimate completed and submitted to Reginal Office in Roseburg this PM.
SATURDAY	

REMARKS

Semi-final Estimate completed, except for the As Constructed which will be completed within the next three weeks.

This will be the last Weekly Report for this project.

SIGNED Fr. D. Morris LOCATION Gold Beach, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
NOV 1
[illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1970

In reply refer to: 08-35-DB/439.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth
Construction Signing and Traffic Control

[illegible]

During the past construction season our Area Engineers inspected five projects on the subject phase of our inspection-in-depth program. The projects inspected were: I-80N-3(58)108 and I-80N-4(20)112, I-5-2(64)73, I-5-3(86)121, I-80N-6(42)256, F-181(23), and F RF-156(19). You have been furnished copies of the reports covering each inspection.

No significant deficiencies were found on this series of inspections. Our conclusion is that contract provisions for construction signing are generally quite thorough and are being applied on the project in a conscientious manner. You are encouraged to maintain the high standards you have set for the guidance of traffic through highway construction projects.

11-13-70 [illegible]

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOV 9 - 1970

OREGON STATE
HIGHWAY DIVISION

I-5-2(64)73
7344

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 27, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7344
Prefix 610-1032
FAP I-5-2(64)73
I-5-2(86)121

Dear Sir:

All work under Contract No. 7344, Sutherlin Interchange-Grave Creek Section of the Pacific Highway in Douglas and Josephine Counties, was completed on October 14, 1970.

We request that youroffice inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

By F D Morgan
F. D. Morgan
Construction Engineer

11-5-70
copy to Construction

Federal Highway Administration
Oregon Division Office Endorsement Date 11-2-70

Conditions noted on above date:

Project satisfactorily completed; final inspection held 10-21-70.

PVR:bk

for G. K. Hossner
R. E. Simpson
Division Engineer

RECEIVED
NOV 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
cc R. L. Porter
F. D. Morgan

RECEIVED
AUG 3 - 1970

STATE OF OREGON
1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

7344

Edwards

July 28, 1970

Klaboe

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

SUTHERLIN INTERCHANGE - GRAVE CREEK SECTION

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal.

We are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Ed

E. G. Westerdahl, II

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

orig to Young
7-30-70

RECEIVED
JUL 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young 7/14/70

[illegible] Young

7-10-70

RECEIVED
JUL 20 1970
FOR FILING

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

MEMORANDUM

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

The following is a listing of Notices of Intent received by the Federal Aid Coordination Unit during the week ended July 10, 1970.

Distribution of information relative to these projects has been made to the appropriate state agencies for review. If your agency was not included in the distribution and you desire, for a particular reason, to examine and comment on any of the proposals, please advise the Federal Aid Coordination Unit. Necessary information will be supplied as promptly as possible. The request may be made in writing or by telephone.

Date Received	Applicant	Project Description	Location	Admin. Dist.
7-6-70	University of Oregon	High School Equivalency Program (70.0324)	Statewide	-
7-7-70	City of Dufur	Chlorinate Sewage Lagoons (70.0323)	Dufur	4
7-7-70	City of Gates	New Water Intake and Storage Reservoir (70.0329)	Gates	3
7-8-70	Portland Metro Steering Committee	Senior Opportunities and Services (70.0325)	Portland	2
7-8-70	Highway Division	Airport Rd.-Belt Line Rd. (70.0326)	Lane County	5
7-8-70	Highway Division	Grande Ronde River and State Ditch Bridges (70.0327)	Union County	13
7-9-70	Cooperative Extension Service - O.S.U.	Community Development Program (70.0328)	Statewide	-

NOTED
TOM EDWARDS

[illegible]
[illegible]
[illegible]

Sutherlin Dist.
[illegible]

Date Received	Applicant	Project Description	Location	Admin. Dist.
7/10/70	Highway Division	Ontario Safety Rest Area (70.0331)	Near Ontario	14
7/10/70	Highway Division	Sutherlin Interchange - Grave Creek Section (70.0330)	Douglas and Josephine Counties	6 & 8

RECEIVED
MAY 27 1970
FORM 2-10 (REV. 10-60)
FOR FILING

I-5-2(64) 75
1344

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 22, 1970

SUBJECT: Engineering Cost
Sutherlin Interch.-Grave Creek Sec.
Pacific Highway
Douglas & Josephine Counties

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention John Bond

In line with our conversation on Thursday, I have discussed the engineering charges on the subject project with John Hagedorn, Resident Engineer. At the present time, we have spent approximately 54% of the engineering authorization with only 18% of the job being completed. This large overrun at this time in relation to the work performed by the contractor is in part due to the following:

1. The Resident Engineer had nearly staked all of the 100 separate guard rail sites which are spread over 65 miles of the freeway, when a meeting was held in the field with Design personnel and the design criteria for some of the guard rail installations was revised. This change required a considerable amount of restaking to be done.

2. The contractor's operation will involve approximately nine different operations, many of which will be carried out simultaneously over the entire length of the project. These operations involve (a) clearing and grading each site; (b) rock surfacing; (c) removing guard rail and post; (d) installing post and guard rail; (e) forming for concrete barriers and pouring concrete; (f) refurbishing old rail; (g) making bridge connections; (h) installing drainage; (i) painting guard rail.

NOTED
F.B. KLABOE

Because of these items and the length of the project, several inspectors are needed to cover this work.

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
MAY 25 1970
CONSTRUCTION
DIVISION

5/25/70
Copy to Klaboe
for John Bond.
JW

SP*33475-734

3. In order to keep from increasing the size of Mr. Hagedorn's crew, he has been using the survey crew from Mr. Bates. At the beginning of the project, this did not create any problems because Mr. Bates was not busy at that time. However, over the past couple of weeks, in order to use this crew, it has been necessary for them to work overtime and on Saturdays.

Mr. Hagedorn has gone over the engineering cost which will be necessary to complete this project and feels that the engineering will overrun approximately 5% from the original engineering authorization. This is assuming that the contractor completes the project within the specified time. The contractor's present scheduling would indicate that he will be able to accomplish the project in that time.

You should note that when the Expected Overrun of Project Authorization was submitted on May 4, it was anticipated that we would be within the engineering originally authorized. It is my understanding that you requested additional engineering based on the overrun which would mean that we would be within this new engineering authorization. Every effort will be made to keep the engineering on this project in line.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

Jqii/cw
cc J. R. Hagedorn

NOTE TO MR. KLABOE: Overrun request to be acted upon at next Hwy. Comm. meeting. Included in the request an additional $3,820 for Engineering making a new Engineering Authorization of $29,502.

JAB

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1970
FOR FILE

I-5-2(4-4)15
7344

May 14, 1970

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7344, the Sutherlin Interchange-Grave Creek grading and guardrail project on I-5 in Douglas and Josephine Counties is expected. Hughes and Dodd Co. is the contractor. This is an Interstate safety project covering guardrail modifications and related work at selected locations over 65 miles of freeway. The original authorization was $323,885.30. The present anticipated cost is $372,055.30, indicating an overrun of $48,170 or 14.9 percent.

Complete removal and reinstallation of more guardrail than anticipated is necessary to meet current standards. Widening to accommodate flared ends of revised rail installations and related drainage modifications also contribute to the overrun.

This request for additional authorization will be presented to you at the June 2 meeting and approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Kassey

JAB:fw sr

Form E-372 (Rev. 10-66)

I-5-2(5-1)72
7344

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Sutherlin Interchange-Grave Creek Date May 11, 1970

Highway Pacific Contract No. 7344

County Douglas Kind of Work Grading & Guardrail Contractor Hughes & Dodd Co.

	Authorized	Estimated
Contract Amount	$276,861.50	$276,861.50
Anticipated Items	8,500.00	8,500.00
Contingency (4½%)	12,841.27	57,191.27
Engineering	25,682.53	29,502.53
Credits		
PROJECT COST	$323,885.30	$372,055.30
NET INCREASE $		48,170.00 or 14.9%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount		Net Change
(U) P.A. #1 Remove Guardrail	1,800	)	
(U) PA #2 Construct Guardrail	10,000	)	
(U) PA #3 Motor Grader Rental	1,640	)	+ 44,350
(U) PA #4 Aggregate Leveling Course	24,000	)	
(U) Additional 18-inch Culvert & Trench Exc.	5,000	)	
(U) Added Contingencies on above @ 4-1/2%	1,910	)	
Added Engineering Costs on above work @ 9%)			+ 3,820

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 6-2-70

Principal reasons for overruns (Continue on reverse side): See Reverse Side.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ____________ Resident Engineer

Noted by for Construction or Bridge Engineer

Confirmed by ____________ Division Engineer

Noted by F. B. Klaboe Assistant [redacted] State Highway Engineer

SP*25760-734

Principal reasons for overruns:

Remove guardrail) Construct guardrail)	The plans show that at numerous bridge ends the existing guardrail should receive only extra posts and blocks and a connection made onto the bridge handrail. The existing guardrail is too low and in poor alignment and must be removed and replaced.
Culvert pipe) Motor grader rental) Aggregate levelling)	In order to achieve the desired safety results most of the planned guardrail installations would have had to be lengthened considerably. A field inspection by Division, Construction, Design and BPR representatives modified the installations so that while additional drainage and aggregate leveling course material will be used, the cost will still be less had the guardrail been lengthened.

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hoss
TITLE Dist. Engineer
DATE 5-13-70

Project Name Sutherlin Interchange - Grave Creek
Highway Pacific
County Douglas
Contractor Hughes and Dodd Co.
Address P.O.Box 246, Medford, Oregon 97501

Date U. S. BUREAU OF PUBLIC ROADS 19 70
Contract No. 7344
Prefix 610-1032
F. A. Project No. I-5-2(64)73 I-5-3(86)121
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Revise irrigation system

Location by station numbers:

Throughout the project

NOTE
F. B. KLA

Estimate of quantities and cost:

Labor	$ 650.00
Materials and supplies	$ 250.00
Equipment rental	$ 100.00
	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

$ 1,000.00 Set up in original authorization. Amount of work involved will be unknown until actual guardrail construction begins.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$323,885.30
Present estimate of project cost, including $1,000.00 for work under this order	$353,485.30
Expected ~~under-run~~ over-run amount	$29,600.00
Expected ~~under-run~~ over-run per cent	9.14

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Asst Division Engineer

Approval Recommended: for Construction Engineer or ~~Bridge Engineer~~

Approved: ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ Construction Office Engineer.

5-14-70

SP*23577-734

RECEIVED
MAR 27 1970
FOR FILING

I-5-2(64)73

7344

March 26, 1970

Hughes & Dodd Co.
P. O. Box 246
Medford, Oregon 97501

Gentlemen:

Enclosed are three copies of Contract No. 7344 for $276,861.50 awarded to you by the State Highway Commission on March 24, 1970. This contract is for grading and guardrail on the Sutherlin Interchange-Grave Creek Section of the Pacific Highway in Douglas and Josephine Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 7, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
    D. J. Barbee
    I. D. Merchant
    William Geibel (SAIF)
    C. T. Kensey
    J. R. Hagedorn

RECEIVED
MAR 26 1970
FOR FILING

I-5-2(64)73

7344

March 26, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of March 24, 1970, is requested in the award of contract for the Sutherlin-Shady Point and Shady Point-Graves Creek Sections, Project Nos. I-5-3 (84) 121 and I-5-2 (64) 73.

The contractor receiving the award is Hughes and Dodd Company, in the amount of $276,861.50, with Contract No. 7344 assigned. This bid was received on March 19, 1970, and awarded March 24, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date__________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:aw

3-5 70

RECEIVED
MAR 10 1970
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-5-2(64)73 AND I-5-3(86)121

SECTION: SHADY POINT-GRAVE CREEK SUTHERLIN-SHADY POINT

WORK: GRADING AND GUARDRAIL

COUNTY: DOUGLAS AND JOSEPHINE

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-5-2(64)73
7344

Klaboe

FROM: MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
FEBRUARY 25, 1970	FEBRUARY 25, 1970

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $7,500.00 AS SHOWN IN YOUR ESTIMATES.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S FEBRUARY 20, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE 1970 EDITION OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

OFFICE USE
3-10-70
Young
w/encl.

NOTED
F. B. KLABOE

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-5-70	R. E. SIMPSON	DIVISION ENGINEER

9-26-69

TRANSACTION NUMBERS 9-57 THRU 9-60

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 9-26-69
BY (Signature): Mr. Young's September 16, 1969 letter
TITLE:

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*: ITEM NOS. ______ THRU ______

STAGE 2: ITEM NOS. 591 THRU 594

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
	I-5-3(86)121	16.54	125,000	115,000	Pacific Highway (Sutherlin-Shady Point)	Installation and adjustment of guardrail
592	I-5-2(64)73	48.72	375,000	345,000	Pacific Highway (Shady Point-Grave Creek)	Installation and adjustment of guardrail
593	I-5-2(65)100	0.0	46,500	42,500	Pacific Highway (Canyonville Interchange)	Illumination
594	I-80N-6(42)256	6.37	14,000,000	12,880,000	Old Oregon Trail Highway (LaGrande Section)	Grade, Drain, High Type Pavement and 6 structures

REMARKS (Division)

RECEIVED
OCT 3 - 1969
FOR FILING

I-5-2(64)73
7344

Young

NOTED
R. I. PORTER

RECEIVED
SEP 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 9-26-69
SIGNATURE AND TITLE: For R. E. Simpson, Division Engineer

a) * Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID
(P

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 Sutherlin Intchge. S. 16.5 mi. 21 65	ADT	PRESENT 10,000	FUTURE 18,000 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Guardrail 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Do	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL I-5

ESTIMATED PROJE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-5 Sutherlin Interchange S. 16.5 mi. (Sutherlin-Shady Point)			
5					**ROW**					
5					**CONST** (CODE) Safety Y 101			16.54	125,000	115,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	16.54	125,000	115,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

This project qualifies as a saf
the potential traffic hazard at
PPM 20-8, and design approval

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 10,000	FUTURE 18,000 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 591 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER SEQ. NO. 5-3 (86) 7 13	I. Projects Only POST MI. DESIG. 121 (24) (26) 27

COUNTY NAME Douglas			CODE 019 (14) (16)	PROGRAM STAGE
ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. I-5 (37) (41)	☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
ai.						Installation and adjustment of guardrail. (Includes embankment in place to provide leveling for the leading end of guardrail.)
	16.54	125,000	115,000	10,000		
	16.54 (16) (23)	125,000	115,000 (24) (33)	10,000		

REMARKS

This project qualifies as a safety improvement under PPM 21-16 to reduce or eliminate the potential traffic hazard at guardrail ends. Hearing not required under Par. 6c of PPM 20-8, and design approval was given in BPR memorandum of August 15, 1969.

(over)

SUTHERLIN-SHADY POINT

Remarks (continued)

The proposed project consists of connecting guardrail to bridge ends, install special median barrier terminals, revise post spacings by adding posts with blocks to conform with new standards and grading consisting of embankment in place to allow adjustment of flared guardrail ends and construction of median berms.

P M

TRANSACTION NUMBERS 9-57 THRU 9-60

9-26-69

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-26-69

BY (Signature): MR. YOUNG'S SEPTEMBER 16, 1969 LETTER

TITLE:

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 591 THRU 594

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
591	I-5-3(86)121	16.54	125,000	115,000	PACIFIC HIGHWAY (SUTHERLIN-SHADY POINT)	INSTALLATION AND ADJUSTMENT OF GUARDRAIL
2	I-5-2(64)73	48.72	375,000	345,000	PACIFIC HIGHWAY (SHADY POINT-GRAVE CREEK)	INSTALLATION AND ADJUSTMENT OF GUARDRAIL
593	I-5-2(65)100	0.0	46,500	42,500	PACIFIC HIGHWAY (CANYONVILLE INTERCHANGE)	ILLUMINATION
594	I-80N-6(42)256	6.37	14,000,000	12,880,000	OLD OREGON TRAIL HIGHWAY (LAGRANDE SECTION)	GRADE, DRAIN, HIGH TYPE PAVEMENT AND 6 STRUCTURES

REMARKS (Division)

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OCT 3 - 1969
FOR FILING

I-5-2(44)73
7344

Young

RECEIVED
SEP 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 9-26-69

SIGNATURE AND TITLE: For R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AI
(P

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-5 5.2 mi. S. of Wolf Creek N. 49 mi. 21 65	**ADT**	PRESENT. 6,750	FUTURE 12,800 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Guardrail 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Douglas a
	NAME OF URBAN AREA 17-31	ROUTE NO. I

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJE TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-5 5.2 mi. S. of Wolf Creek N. 49 mi. (Shady Point-Grave Creek)			
5					**ROW**					
5					**CONST** (CODE) Safety Y 101			48.72	375,000	345,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	48.72	375,000	345,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

This project qualifies as a sa
the potential traffic hazard a
PPM 20-8 and design approva

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	ADT	PRESENT 6,750	FUTURE 12,800 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 592 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) I- 14 23	NUMBER 5-2 (64) 7	SEQ. NO. 13	I. Projects Only POST MI. DESIG. 73 (24) (26) 27

COUNTY NAME Douglas and Josephine 019			CODE 033 (14) (16)	PROGRAM STAGE	
ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. I-5 (37) (41)	☐ 1 OR	☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES (54) (56)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Installation and adjustment of guardrail. (Includes embankment in place to provide leveling for the leading end of guardrail.)
48.72	375,000	345,000	30,000		
48.72	375,000	345,000	30,000		
	(16) (23)	(24) (33)			

REMARKS

This project qualifies as a safety improvement under PPM 21-16 to reduce or eliminate the potential traffic hazard at guardrail ends. Hearing not required under Par. 6c of PPM 20-8 and design approval was given in BPR memorandum of August 15, 1969. (over)

SHADY POINT-GRAVE CREEK

Remarks (Continued)

The proposed project consists of connecting guardrail to bridge ends, install special median barrier terminals, revise post spacings by adding posts with blocks to conform with new standards and grading consisting of embankment in place to allow adjustment of flared guardrail ends and construction of median berms.

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FOR FILING

I-5-2(64) 73

7344

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1969

To: Mr. L. H. Young
Program & Planning Engineer
BUILDING

SUBJECT: Utility Status Report for
October 23, 1969 Letting

The status of negotiations with utilities on FAI, LSF and LSS projects for this letting are as follows:

1. FOUNTAIN SLIDE SECTION
Project No. I-80N-2 (48) 48 Grade & Pave

Union Pacific Railroad Company - An offer of $7,650 was made to the Union Pacific Railroad Company (UPRR), by our letter of September 18, 1969, for Parcel No. 1, a 6.2 acre fee taking, and Parcel No. 2, a 2.4 acre temporary haul road easement. The letter also requested UPRR to complete the construction agreement, they are preparing, and submit it as soon as possible. The railroad was further informed that a permit of entry would be required by October 2, 1969 so that the project could be advertised.

There are no railroad facilities in conflict with the proposed project but the cost of necessary railroad protective personnel required is estimated to be $34,000.

Pacific Northwest Bell Telephone Company - Underground telephone cable is in the vicinity of the slide but is not in conflict with the proposed work. PNB will place additional markers over their cable to insure its protection during construction.

2. SUTHERLIN INTERCHANGE-GRAVE CREEK SECTION
Project No. I-5-2 (64) 73
I-5-3 (86) 121 Grade & Guard Rail

No utilities in conflict.

3. CANYONVILLE INTERCHANGE
Project No. I-5-2 (65) 100 Illumination

No utilities in conflict

4. LA GRANDE SECTION
Project No. I-80N-6 (32) 256 Grade & Pave, Structures & Signs

California-Pacific Utilities Company - Cal-Pac has both power and gas facilities in conflict with the proposed project.

An estimate and sketch for the relocation of Cal-Pac's power distribution facilities was submitted to the BPR by our letter of January 2, 1969 and approved by the BPR's memorandum of January 24, 1969. Estimated cost to the State is $10,199.56. The work has been essentially completed.

An estimate and sketch for the relocation of Cal-Pac's power transmission facilities was submitted to the BPR by our letter of March 18, 1969 and approved by the BPR's memorandum of March 27, 1969. Estimated cost to the State is $27,592.77. The work is tentatively scheduled to begin October 1, 1969.

An estimate and sketch for the relocation of Cal-Pac's gas transmission and distribution line was submitted to the BPR by our letter of September 12, 1969 and approved by the BPR's memorandum of September 22, 1969. Estimated cost to the State is $7,434.44. The work was begun this date, September 25, 1969.

Permits have been issued for the relocated power facilities and are being processed for the relocated gas line facilities.

Pacific Northwest Bell Telephone Company (PNB) - An estimate and sketch for the adjustment of PNB's facilities was submitted to the BPR by our letter of October 30, 1968 and approved by the BPR's memorandum of November 11, 1968. Estimated cost to the State is $14,365. A permit for the relocated facilities has been issued. Work should be completed by November 15, 1969. Conflict has been removed.

General Telephone Company of the Northwest (GTC) - An estimate and sketch for the relocation of GTC's facilities was submitted to the BPR by our letter of September 27, 1968 and approved by the BPR's memorandum of October 25, 1969. Permits for GTC's relocated facilities have been issued. Estimated cost to the State is $3,721.47. Relocation is nearly done with completion anticipated by December 1, 1969.

City of La Grande - The City has both water and sanitary sewer facilities in conflict with the project. The sanitary sewer will be relocated as an item under the State's construction contract.

An estimate and sketch for the relocation of the City's water line facilities was submitted to the BPR by our letter of October 9, 1968 and approved by the BPR's memorandum of November 13, 1968. This work has been completed on a lump sum estimate of $5,000.00.

Permits for both water and sewer facilities have been issued.

Eastern Oregon Television, Inc. (E. Ore. TV) - There were TV cable conflicts throughout the project. The relocation of these facilities has been completed. Two copies of our Staff Attorney's letter to E. Ore. TV are enclosed. There will be no charge to the State for the relocation.

Grande Ronde Valley Irrigation District - We have a fully executed agreement covering the adjustment of their facilities in conflict with this project. All work will be performed as a part of the contract.

Oro-Dell Irrigation Ditch Company - Same as for Grande Ronde.

Irrigation Canal Company - A few small ditches are in conflict with the project. The Company has indicated that they probably belong to the land owner instead of the Company, since they have no records indicating the Ditch Company owns them. Any minor adjustments necessary will be handled as part of the right of way negotiation. It appears no agreement with the Company will be necessary, and no delays are anticipated.

Union Pacific Railroad Company - A supplementary Status Report concerning railroad conflicts will be forwarded on September 29, 1969.

5. CEDAR HILLS BLVD. INTERCHANGE
   Project No. LSF-27 (2) Roadside Improvement

   No utilities in conflict.

6. BIDDLE ROAD INTERCHANGE
   Project No. LSS15-001 (1) Roadside Improvement

   No utilities in conflict.

I certify to the best of my knowledge the above statements are correct in regard to utility negotiations for the projects, as listed above, scheduled for contract on October 23, 1969.

F.D. Morgan
Construction Engineer

By: Phil Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
D. J. Barbee
V. E. Skoog
D. H. Moehring
C. G. Swenson
L. H. Young (7)

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GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
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JOHN W. McKEAN
State Game Director

I-5-2(64)73

7344

September 11, 1969

Klaboe

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Hall
By Asst. State Hwy. Engr.
9-15-69

Attention: Mr. Frank Hall

Dear Sir:

We are replying to your letter of August 26, 1969, which referred to the plans of six projects as follow:

cc's sent 9-16-69

F.B. Klaboe ✓
L.H. Young
F.E. Terpin (6)
T.C. Roake (6)
C.G. Swenson
W.H. Tebeau
L.W. Rulien (2)
R.D. Asburry (2)
C.T. Keasey (6)
J. F. Putnam (2)

1. Sutherlin Interchange-Grave Creek
   Pacific Highway, Douglas and Josephine Counties
2. Cedar Hills Boulevard Interchange
   Sunset Highway, Washington County
3. Biddle Road Interchange (Medford)
   Crater Lake Highway, Jackson County
4. South Yamhill River (Grand Ronde) Bridge
   FAS 915, Polk County
5. Jumpoff Joe Creek-Louse Creek Interchange
   FAS 17-102, Josephine County
6. Esplanade Street-Fort Klamath Road
   FAS 415, Klamath County

There will be no conflict with fishery resources on any of the above projects, and they are approved.

We appreciate the opportunity to comment on these projects.

RECEIVED
SEP [illegible] 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

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AUG 25 1969

Form FHWA-121 (1

UNITED STATES GOVERNMENT

Memorandum

I-5-2(64)73

7344

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 15, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabor

SUBJECT: Oregon Project I-5-2(-)59
Gr~~o~~ave Creek - Sutherlin Interchange Section
Pacific Highway
Safety Revision Work

In response to the inquiry in Mr. Young's August 6, 1969 letter concerning the eligibility of preliminary engineering for the above project, the assumption that these costs are chargeable under existing preliminary engineering projects for the area is correct. PE Projects I-5-2(22)68, I-5-2(23)109 and I-5-3(10)121 were approved on October 14, 1958 and Project I-5-2(56)100 was approved June 28, 1967.

As to design approval the BPR's acceptance of the standards recommended in the AASHO's report "Highway Design and Operational Practices Related to Highway Design" (AASHO's Yellow Book) is considered design approval for this type of work. The actual design of each specific improvement is considered to be the detailed design that is normally reviewed and approved at PS&E stage.

Orig. to Young 8-18-69

RECEIVED
AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

20-1148 Siuslaw River (Mapleton) Br. 1970
Section, Florence-Eugene Hwy.
#7345 (Grading and paving)

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[illegible] 1972
FOR FILING

20-1148
7345

January 26, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington   98401

Gentlemen:

A post-final payment for $28,664.62 will be made to Wildish Construction Company on Contract No. 7345 for work on the Siuslaw River (Mapleton) Bridge of the Florence-Eugene Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $393,273.10 including the post-final payment. Of the total, $24,533.66 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kt

cc Wildish Construction Company
P. O. Box 1106
Eugene, Oregon   97401

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
James Versteeg

RECEIVED
FEB 15 1972
FOR FILING

20-1148
7345

#10

January 13, 1972

Wildish Construction Company
P. O. Box 1186
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission at its meeting on January 11, 1972, considered your claim for additional compensation on Contract No. 7345 for work on the Siuslaw River Bridge in Mapleton.

The Commission granted you an extension of time of 43 days without assessment of liquidated damages on the above contract and additional compensation in the amount of $34,364.65.

It is the Commission's understanding that you will accept this as a complete and final settlement of all claims on the project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dc

bc F. D. Morgan
V. E. Shoog
James Verstoeg
Harley Mayfield

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7345

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1972

SUBJECT:

To:

Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. A. E. Johnson
Mr. L. I. Lindas
Mr. V. E. Skoog

The Claims Review Board met six times in 1971. Six new claim matters were considered and three of these did not have the contractor present but were to review settlments recommended by the Construction Section. The contractor was present to present his case on the other three new matters taken up in 1971 (Fountain Slide, Wilsonville-Hubbard and Fremont Superstructure). The West Linn Bridge claims were first presented in 1970 but were considered further in 1971.

When 1971 ended, there were unresolved items on three projects which have been before the Board. A list of these is attached.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.

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JAN [illegible] 1972
OFFICE OF
[illegible]

SUMMARY OF 1971 CLAIM BOARD REVIEWS

Claim Review No.		Amount Claimed	Review Action Amount	Contractor Acceptance
24	Willamette River (West Linn) Bridge - Painting	$177,180.76	$18,500	No
24 (a)	Willamette River (West Linn) Bridge - Temp. Bracing	$ 36,849.30	Denied	-
27	Fountain Slide Section	$329,067 (T)	Denied	Filed lawsuit
28 C	Rufus-Quinton	$ 93,252.59	$46,800 C	Yes
29	Wilsonville Interchange-Hubbard Interchange	$353,792 (T)	Denied	-
30 C	Lime Section	$ 10,852.54	$ 6,500 C	Yes
31	Fremont Bridge Super-Structure Time Only	448 days (T) = $448,000	162 days *	-
32 C	Siuslaw River (Mapleton) Bridge	$ 35,388.61	$24,364.62 C	Yes

* Part of claim still under consideration.

C Reviewed a Staff level recommendation - contractor not present.

T Claim includes some time liquidated damages.

JAB:fw
1-10-72

CLAIMS REVIEW BOARD

MATTERS PENDING

CONTRACT NO. 7124 - Fremont Bridge Piers

PKS Company submitted additional material dated December 21, 1971. (Being reviewed in field.)

CONTRACT NO. 7105 Willamette River (West Linn) Bridge

Box girder and wage escalation claims. Audit report is now available. Four-part grading claim is not answered. Painting claim is in court.

CONTRACT NO. 7276 Fremont Bridge Superstructure

Interim extension was granted for 162 days out of 448 days requested. Balance associated with casting problems to be researched by Mr. Lindas.

JAB:fw
1-10-72

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JAN 5 - 1972
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20-1148
7345

January 4, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 10
January 11, 1972 Meeting

Wildish Construction Company, contractor on the Siuslaw River (Mapleton) Bridge Section of the Florence-Eugene Highway in Lane County, Contract No. 7345, has made a claim for additional compensation arising from a change in the General Excavation item. The contractor's claim is justified.

This was a contract involving two clearly distinguishable types of excavation, namely, common and solid rock. The data for the project was erroneous in that the excavation in the rock cut overran 36 percent and the excavation in the common material underran 16 percent. The contract documents call for a single price for General Excavation; hence the data from which the contractor was required to arrive at a single price bid was incorrect.

Careful analysis and negotiation have indicated that the contractor is entitled to consideration under two items:

(1) Increased cost of excavation which he could not anticipate has been fixed at $24,364.62; and

(2) The increased rock excavation reduced the production, requiring a longer time to reasonably complete the project.

I recommend the additional compensation to the contractor in the amount of $24,364.62 and a 43-day extension of the contract time. The contractor will accept this as a complete and final settlement of all claims on the project.

This proposed settlement has been reviewed by the Claims Review Board which has recommended payment. This was a State project.

This matter will be on the agenda for your consideration at the January 11 meeting.

Very truly yours,

Tom Edwards
State Highway Engineer

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
L. H. Young
V. E. Skoog
Gary Ross
Gary Sund
Hal Versteeg

JAB:fw/TE:ms

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JUN 12 1972
FORM E-30

FOR FILING

7345

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1971

SUBJECT:

To:

Mr. Tom Edwards
Mr. A. E. Johnson
Mr. F. B. Klaboe
Mr. L. I. Lindas
Mr. V. E. Skoog

There will be a meeting of the Claims Review Board Monday, November 29, 1971, in the Small Conference Room at 1:15 P.M.

The first item for review concerns a request for time extension on the Fremont Bridge Superstructure, Contract No. 7276. A representative from Murphy Pacific Enterprises, the contractor, will be present. The contract time allowed will expire about December 8, 1971 and the liquidated damages rate is $1,500 per day. The complete request from the contractor covers many pages, but the attached three sheets (summary table and two schedule charts) indicate the issues.

If time permits, we will review an adjustment and time claim on the Siuslaw River (Mapleton) Bridge Contract No. 7345. The contractor will not be present on this one and a proposed settlement of a claim presented by Wildish Construction Company will be reviewed. This arises from a significant quantity overrun in the General Excavation item. The contractor's computation deriving the money amount of the claim as revised is attached for your information. Excerpts from a Construction Section report on the claim are also attached.

John A. Bond, Secretary
Claims Review Board

NOTED
TOM EDWARDS

JAB:fw
Enc.
cc: I. D. Merchant
C. G. Swenson
R. L. Schroeder
R. D. Cunningham

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WILDISH CONSTRUCTION CO.
EXCAVATING and SAND & GRAVEL
PHONE 746-2571
P.O. BOX 1106
EUGENE, OREGON - 97401

August 18, 1971

Oregon State Highway Department
2141 East 15th Avenue
Eugene, Oregon 97403

Attn: H. E. Mayfield
Resident Engineer

Re: Contract #7345

Dear Sir:

Enclosed please find our calculations for the claim for increased cost on bid item #4 on the above contract.

These are the figures we went over at our last meeting. We are agreeable to this settlement and trust it has your approval.

Very truly yours,

Wildish Construction Co.

Norman E. Wildish

NEW/jed

Enclosure

CLAIM SCHEDULE

Item 4, General Excavation

I. Original cost estimate based on quantities available at bid time.

A. Bid price $3.51 per c.y.
@3.51 per c.y. for 34,332. c.y. — 120,505.32

B. Excavation and placing cost:

1. Roadway excavation:
@1.00 per c.y. for 4,089. c.y. — 4,089.00

2. Channel change excavation:
and placement (Subcontract)
@.98 per c.y. for 7,743. c.y. — 7,588.14

3. Rock excavation (Subcontract):
@2.92 per c.y. for 22,500. c.y. — 65,700.00

LEAVING — $ 77,377.14

4. Hauling and placing rock - difference between A & B — 43,128.18

5. Calculated unit price for hauling and placing rock:

$$\frac{43,128.18}{22,500} = 1.917$$

II. Actual cost reflected by change in composition of excavation due to rock overrun and other material underrun.
A.
Final quantities:

Road excavation	4,880. c.y.
Channel change	6,483. c.y.
Rock	39,942. c.y.

B. Funds available for hauling and placing rock:

4880 x 2.51	12,248.80
6483 x 2.53	16,401.99
39,942 x .59	23,565.78
Total	52,216.57

$$\text{or } \frac{52,216.57}{39,942} = \$1.307$$

C. Loss resulting from change in quantities: 1.917 - 1.307 = 0.61/cy

39,942 x 0.61 = $24,364.62

SIUSLAW RIVER (MAPLETON) BRIDGE SECTION
CONTRACT NO. 7345

The one General Excavation bid item included more than one type of work. A channel change for Knowles Creek was included in the earthwork quantities as General Excavation and was of a different character and cost, being significantly cheaper to perform than the steep sidehill rock cut adjacent to the existing roadway. As actually built, the cheaper channel change excavation which did not require drilling and shooting or legal hauling underran from the plan quantity whereas the more expensive roadway cut excavation overran significantly. These facts clearly establish a basis for additional compensation to the contractor in accordance with Section 109.04. The remaining question only being how much.

The latter point has been pursued with the contractor through at least three meetings with him at the field level and one in our office October 20, 1971. These have resulted in a reduction in the amount of the claim down to $24,364.62. The pertinent quantity information is as follows:

		Plan c.y.	Actual c.y.	
Gen. Exc. bid @ $3.51/c.y.	Channel change	7,743	6,483	Subcontracted @ $.98/C.Y.
	Rock Cut	22,500	39,942	Partly subcontracted @ $2.92/c.y. at the cut. Prime contractor loaded, hauled & placed.

The prime contractor is able to develop his change in cost resulting from the quantity change in a simplified manner due to the way he subcontracted some parts of it. The drilling, shooting and excavation cost in the cut and the entire excavation of the channel change were subcontracted (to Willamette Quarries) and this part of the work is not involved directly in the claim. The money gap develops because there was less revenue from the cheap excavation to in effect subsidize the hauling and placing of the subcontracted cut excavation. It could be stated that the claim is based on a change in revenue which becomes a change in cost to the prime contractor.

The removal of the roadway cut was a low production operation due to the presence of the heavy summer highway traffic in the very close proximity. Please note the claim does not include any additional compensation for flagging. This is in the State's favor. The original flagging authorization on this project was $1,500. The State's share of the actual flagging costs turned out to be $11,195.07. The contractor has stated that he put his flagging costs in the Temporary Protection and Direct Traffic bid item which was a lump sum bid amount of $9,286. Obviously, the contractor could not recover his share of the flagging costs (which would be about the same as the State's share) under the lumpsum item. There must be several thousand dollars in flagging costs to the contractor which do not appear in the claim.

RECEIVED
APR 14 1971

FOR FILING

20-1148
7345

April 13, 1971

United Pacific Insurance Co.
P. O. Box 1226
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $4,300 will be made to Wildish Construction Company on Contract No. 7345 for work on the Siuslaw River (Mapleton) Bridge Section of the Florence-Eugene Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $366,408.97 including the post-final payment. Of the total $24,533.66 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
C. T. Keasey

RECEIVED
APR 28 1971

FOR FILING

2C-1148
7345

April 1, 1971

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission at its meeting on March 30, 1971, considered your request for an extension of time of 111 days on Contract No. 7345 for work on the Siuslaw River (Mapleton) Bridge of the Florence-Eugene Highway in Lane County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you 43 days, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn:dr
bc F. D. Morgan
V. E. Skoog
C. T. Keasey
Harley Mayfield

RECEIVED
MAR 24 1971
FOR FILING

20-1148
7345

March 24, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 5
March 30, 1971 meeting

Gentlemen:

Wildish Construction Company, contractor on the Siuslaw River (Mapleton) Bridge Section of the Florence-Eugene Highway, Contract No. 7345, in Lane County, has requested a 111-day time extension. The contractor's request is based on overrun in excavation quantities, alleged excess traffic delays, and an added Extra Work Order.

We do not believe the traffic density is a valid reason for extension. It could be anticipated and was not changed by any State decision. The other two reasons involve unforeseen added work which does justify additional time. The excavation overrun occurred mainly in the rock cut which was the more difficult part of the excavation. The rock quantity overrun was on the order of 49 percent. This overrun would justify 31 days. Extra Work Order No. 3, which was also excavation type work for removing some potentially hazardous overhanging material above the regular cut slope, was the only large significant added order. This added work justifies an extension of 10 days. The contractor did cooperate in curtailing his work during the heavy preholiday traffic on July 4 and Labor Day weekends. We recommend two additional days for each of the preholiday Fridays.

This project was completed November 9, 1970, with 90 days liquidated damages at the rate of $100 per day. The extension recommended would leave 47 days or $4,700 in effect. This was a State project.

This matter will be on the agenda for your consideration at the March 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
V. E. Skoog
L. H. Young
C. T. Keasey
F. D. Morgan

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7345 Contractor WILDISH CONSTRUCTION COMPANY

Highway Florence-Eugene Highway

Section Siuslaw River (Mapleton) Bridge

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete ~~said contract be~~ **DENIED or GRANTED**. The reasons for such recommendation are as follows:

Recommend 43 days for excavation overrun, Extra Work Order No. 3 and two pre-holiday curtailments of work.

Recommended for Approval:

REG. CONSTR. ENGR. ~~Division Engineer~~

For Construction Engineer ~~or Bridge Engineer~~

R E Johnson

~~Assistant~~ State Highway Engineer

Contract No.	7345
Project designation	State State-Federal
Date awarded	March 24, 1970
Work started	March 31, 1970
Per cent completed	100%
No. of Workdays Allowed	Calender (a) 120 Date (b) 150
No. of Workdays Used	Calender (a) 210 (b) 210
No. of Added Workdays Requested	(a) 90 (b) 60

State Printing 27980

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 4, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from A- 120 B- 150 days to 210 days, within which to complete our Contract No. 7345, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

E.W.O. 3	30 days less 7 days stop work	23 Days
Excess traffic delays	17% x 120 days	20 Days
Rock excavation overrun		68 Days

Respectfully submitted,

WILDISH CONSTRUCTION COMPANY
Contractor

By

CONSENT OF SURETY

Date JANUARY 7, 1971

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1971

SUBJECT: Siuslaw River (Mapleton) Bridge
Contract No. 7345
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Wildish Construction Company has requested 111 days time extension citing basically an overrun in the excavation quantities, alleged excess traffic delays and an added Extra Work Order which was also excavation type work for removing some potentially hazardous overhanging material above the regular cut slope.

We do not believe the traffic density is a valid reason for extension. Admittedly, it was a factor affecting production in what was a very restricted work area but could have been pretty well anticipated.

The other two reasons were unforeseen added work which does justify additional time. Excavation overrun occurred mainly in the rock cut which was the more difficult part of the excavation (and is the subject of a claim for additional compensation because of the overrun). The rock quantity overrun was actually on the order of 49 percent. Using the contractor's original preconstruction schedule as a guide, this quantity overrun would justify 31 days.

Extra Work Order No. 3 was the only large significant added order and the final cost was $12,500. The field has developed a comparison between the hours spent on contract work and this extra work while it occurred over a period of 30 days total and since the extra work absorbed about one third the production time, an extension of 10 days on this reason is recommended.

The contractor also did cooperate in curtailing his work during the heavy pre-holiday traffic on July 4 and Labor Day weekends. Since no formal shutdown order was issued to interrupt the accrual of the contract time, we recommend 2 additional days for each of the pre-holiday Fridays

NOTED
A. E. JOHNSON

Mr. A. E. Johnson
March 19, 1971
Page 2

The above recommendations amount to a 43 day extension and is in accordance with the recommendations of the Resident and Regional Engineers. The project was actually completed November 9, 1970 with 210 days accrued, 90 days of which was liquidated damages at $100 per day for $9,000. The extension recommended would leave 47 days and $4,700 in effect.

This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

LEE JOHNSON
ATTORNEY GENERAL

1971

AC-1148
7345

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

March 16, 1971

Johnson
cy- [illegible]
3-17-71

N.W. Pacific Indemnity
1111 S.E. Pine Street
Portland, Oregon 97214

Attention: Zeek Ferris

Re: (1) Lane County vs. Wildish Construction Co. et al
(2) Claim of John & Catherine Helzer; personal injuries and property damage

Dear Mr. Ferris:

You have previously been informed of the claim of Lane County against Wildish Construction Co., Willamette Quarries, Inc., and the State of Oregon by and through its State Highway Commission.

You will recall the claim involved blasting operations being conducted by the defendants, Wildish Construction Co. and Willamette Quarries, Inc., in the performance of state highway construction contract No. 7345 on State Highway No. 62 in the vacinity of Knowles Creek Bridge. The Bridge the property of Lane County, is alleged to have been damaged in the sum of $40,833.16 as a result of the blasting operations.

We have disclaimed responsibility and liability on part of the State Highway Commission. The result has been the filing of the attached legal proceedings by Lane County against Wildish Construction Co., Willamette Quarries, Inc., and the State of Oregon, by and through its Highway Commission.

Under terms of our insurance coverage, please take such steps as is necessary to protect the interest of the State and its Highway Commission. We will, of course, cooperate with you fully in your defense of the action. Please note an extension of time in which to appear was granted to the State until April 1, 1971 by Roy Adkins, Deputy District Attorney.

NOTED
TOM EDWARDS

I also forward to you herewith the claim of John and Catherine Halzer for personal injuries and property damage resulting from an automobile collision with a vehicle being operated by Maynard Casteel, a Highway Division employee.

Should there be anything further you desire in connection with the foregoing, please let me know.

Very truly yours,

LEE JOHNSON
Attorney General

Leonard I. Lindas
Assistant Attorney General
and Counsel to
Highway Division

LIL:jm
enc.
cc: Tom Edwards ✓

RECEIVED
MAR 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7345

LANE COUNTY DISTRICT ATTORNEY
450 Lane County Courthouse
Eugene, Oregon 97401

ROSEBURG DIVISION
RECEIVED
FEB - 4 1971
DE | ADE | | ADE | DDE
Assign ________ For ________
Reply ________ Act'on ________

January 26, 1971

COPY

Wildish Construction Company
Post Office Box 1106
Eugene, Oregon 97401

Willamette Quarries, Inc.
Route 5, Box 1011
Eugene, Oregon 974022

Mr. Harley Mayfield
Oregon State Highway Division
2141 E. 15th
Eugene, Oregon 97401

Re: Damage to Knowles Creek Bridge
Owned by Lane County

Gentlemen:

On December 3, 1970, I advised Wildish Construction Company and Willamette Quarries, Inc., by letter, that in connection with the grading and paving of the Siuslaw River (Mapleton) bridge section of the Florence-Eugene Highway in Lane County, substantial damage was caused to a bridge known as the Knowles Creek Bridge owned by Lane County.

The damage caused by your activities in connection with the above construction has now been repaired by Lane County and the total cost of repairing Knowles Creek Bridge was $38,888.72. At this time a demand is hereby made upon each of you for the sum of $38,888.72 as reimbursement for the actual costs incurred by Lane County in repairing this bridge. If the above sum is not received by this office within ten (10) days from the date hereof, I have been instructed by the Board of County Commissioners to take such action as necessary to recover this sum.

If you care to discuss this matter please call the undersigned.

Very truly yours,

JOHN B. LEAHY, District Attorney

Roy E Adkins

By /s/ Roy E. Adkins
Roy E. Adkins, County Counsel

REA.pk

cc: General Adjustment Bureau, Inc.
1200 High Street
Eugene, Oregon 97401

Mr. Robert E. Christian
Safeco Insurance Company
204 11th Avenue, E.
Eugene, Oregon 97402

JAN 26 1971

FOR FILING

20-1148

7345

January 26, 1971

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 21, 1971, we wrote to you concerning release of final payment on Contract No. 7345 awarded to Wildish Construction Company for work on the Siuslaw River (Mapleton) Bridge Section of the Florence-Eugene Highway in Lane County.

Final payment on this contract is $45,047.30 and the total contract amount is $362,306.57 including $24,533.66 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Wildish Constr. Co.
P. O. Box 1106
Eugene, Oregon 97401

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
G. T. Keasey

RECEIVED
JAN 21 1971

FOR FILE
20-1148
7345

January 21, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7345 awarded to Wildish Construction Company for work on the Siuslaw River (Mapleton) Bridge of the Florence-Eugene Highway in Lane County was completed November 9, 1970, and accepted by the Highway Commission on January 19, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 28, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Wildish Constr. Co.
PO Box 1106
Eugene, Oregon 97401

Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Kerr
C. T. Keasey

RECEIVED
JAN 21 1971
FOR FILING

2C-1148
7345

January 19, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 9, 1970 on Contract No. 7345. The contract was with Wildish Construction Company and was for grading and paving on the Siuslaw River (Mapleton) Bridge Section of the Florence-Eugene Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 19, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

RECEIVED
JAN 15 1971

20-1148

7345 File

January 14, 1971

Jack L. Sollis

Siuslaw River (Mapleton) Br. Sec.
Florence-Eugene Highway
Contract No. 7345
Lane County

On January 6, 1971, Mr. Lindas handed me a file relative to damage to the bridge owned by Lane County by Willamette Quarries, a sub-contractor of Wildish Construction Company. The damage was caused as a result of a blast which was set off by Willamette Quarries. Wildish Construction Company denied liability and tried to say that the blast was a direct contract between Willamette Quarries and the State inasmuch as some of the work was being done on an Extra Work Order.

I talked to the insurance company for Wildish Construction Company and they advised me that their contract with Willamette Quarries had a hold harmless clause in it so Willamette Quarries would be the real party in interest in any event. I then talked to the Lane County Deputy District Attorney who is handling this claim and he advised me that they were presently negotiating with an adjuster in Eugene who was evidently representing both the contractor and the sub-contractor. I advised him that our report indicated that the shock involved 800 to 900 cubic yards, of which 100 to 200 cubic yards were included by virtue of the Extra Work Order. I advised him that he should go directly to the insurance company for Willamette Quarries and demand payment from them. It appeared that the insurance adjuster was questioning the amount of the damage claim and the Deputy District Attorney indicated that they had let it to contract by bids and it would appear that there is no question as far as their establishing damages. I advised him that if I could be of any further help that he should contact me.

JLS:hg

cc - L. I. Lindas
John Bond

FORM 2-30 (REV. 10-60)

Routing
2 Morgan
Becker

RECEIVED
JAN 5 1971
CONSTRUCTION
DIVISION

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 4, 1971

SUBJECT: Siuslaw River (Mapleton) Br. Sec.
Florence-Eugene Highway
Contract No. 7345
Lane County

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention John Bond

I have been asked by Al Driver, Asst. Director, Department of Public Works for Lane County, to clarify for him what should be done since the insurance company has turned down their claim for the repair of the Knowles Creek Bridge. A letter from the Safeco Insurance Co. is attached which indicates that they are not accepting any liability for the damages.

It should be noted that the insurance company feels that we were removing overhanging rock under an extra work order. This is only partially true. According to Mr. Mayfield's estimate, the total shot involved 800-900 cu. yds. of which 100-200 were extra work. The fact that the extra work was being performed by the contractor, in my opinion, does not remove him from the liability of doing it safely.

Would you please have our Legal Section see where we stand as far as helping the county reclaim the money for repairing this structure.

John Quiner II
JOHN QUINER II
Region Construction Engineer

JQII/cw

1-5-71 Copy to Lindas:
Please review. I understand this involves about $38,000 damage to the County property which they have had repaired. I would be glad to discuss at your convenience.

John A. Bond

SP*82475-724

SAFECO INSURANCE

SAFECO INSURANCE COMPANIES

EUGENE FIELD • 204 ELEVENTH AVENUE EAST; POST OFFICE BOX 1848, EUGENE, OREGON 97401 – TELEPHONE (503) 344-2238

RECEIVED
DEC 14 1970
LANE COUNTY
DISTRICT ATTORNEY

December 11, 1970

Lane County District Attorney
Lane County Courthouse
Eugene, Oregon 97401

716-342

Attn.: Roy Adkins
County Counsel

Re: Our Insured: Wildish Construction Company
Policy No.: CP 199158
D/L: 5-26-70

Reference: Damage to Knowles Creek Bridge

Dear Sir:

It is true our insured, Wildish Construction Company, did have a contract with the Oregon State Highway Department as you described. It is also true that our insured let a subcontract to Willamette Quarries, Inc. which would involve blasting to remove a rock bluff. Our information indicates that prior to the commencement of this operation a State of Oregon safety inspector noticed some overhanging rock which in his opinion necessitated removal before the contract work began. At this point the State of Oregon employed Willamette Quarries to do the necessary blasting to remove the overhanging cliff. It was this blasting operation that resulted in the damage to the Knowles Creek Bridge.

It is our conclusion that Willamette Quarries was not performing any part of their subcontract with Wildish Construction Company at the time of this loss. From our information there is no liability on the part of our insured for the damages as claimed.

We shall continue with our stand of no payment unless new facts are disclosed that alter our liability analysis.

Sincerely,

Robert E. Christian

Robert E. Christian
Eugene Area Claim Manager
cs

SAFECO INSURANCE COMPANY OF AMERICA/SAFECO LIFE INSURANCE COMPANY/GENERAL INSURANCE COMPANY OF AMERICA/FIRST NATIONAL INSURANCE COMPANY OF AMERICA

20-1148
7345

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Siuslaw River (Maplliton) Bridge	WEEK ENDING: Dec. 19, 1970 SECTION PREFIX: 20-1148	
HIGHWAY: Florence - Eugene	COUNTY: Lane	
NAME OF JOB: Siuslaw River (Mapleton) Bridge	KIND OF WORK: Grading & Paving	
CONTRACTOR: Wildish Const. Co.	CONTRACT NUMBER: 7345	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 24, 1970	DATE WORK STARTED: March 31, 1970	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: SUPERVISION:	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 120 & 150	WORK DAYS USED: CALENDAR DAYS USED 210 & 210
PROJECT AUTHORIZATION: $ 401,065.52	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 175 & 140
EXCLUSIVE OF ENGINEERING: $ 365,995.52	ENGINEERING AUTHORIZATION $ 35,070.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 385,083.11	ENGINEERING COST TO DATE $ 39,870.66	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 106
ESTIMATED PERCENT: OVERRUN ~~XXXXXXXX~~ 5.22 %	PERCENT OF AUTHORIZATION 113.7 %	DATE PROJECT WAS COMPLETED: Nov. 9, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.37	0.37			0.37
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.37	0.37			0.37
TOTAL ESTIMATED QUANTITIES (CONTRACT)	47,300 CY	6,670 CY			4,725 Tons
TOTAL QUANTITIES CORRECTED TO DATE	61,221	5,929			4,307
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	61,221	5,929			4,307
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		PROJECT	COMPLETE		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Fog AM Clearing PM			
FRIDAY	Fog AM Clearing PM			
SATURDAY				

Routing
Decker
Bond
Johnsen
Litchfield
Stein

RECEIVED
DEC 21 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12-13-70	
MONDAY 12-14	Two men in office working on Semi-final estimate.
TUESDAY 12-15	One man finishing Semi-final estimate. Mr. Keasey was in office.
WEDNESDAY 12-16	The Semi-final estimate was sent to Roseburg with Mr. Quiner Today. Mr. Quiner was in office .
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is the last report as the project is complete, however we expect the contractor to submit a Request for Increase in Number of Workdays and also a claim for handling excavation material over net quantities.

SIGNED H E Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
FEB [illegible] 1972
FOR FILING

20-1148

7345

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1971

SUBJECT:

To:
~~Mr. Tom Edwards~~
Mr. A. E. Johnson
Mr. F. B. Klaboe
Mr. L. I. Lindas
Mr. V. E. Skoog

B/wp
11/29

There will be a meeting of the Claims Review Board Monday, November 29, 1971, in the Small Conference Room at 1:15 P.M.

The first item for review concerns a request for time extension on the Fremont Bridge Superstructure, Contract No. 7276. A representative from Murphy Pacific Enterprises, the contractor, will be present. The contract time allowed will expire about December 8, 1971 and the liquidated damages rate is $1,500 per day. The complete request from the contractor covers many pages, but the attached three sheets (summary table and two schedule charts) indicate the issues.

If time permits, we will review an adjustment and time claim on the Siuslaw River (Mapleton) Bridge Contract No. 7345. The contractor will not be present on this one and a proposed settlement of a claim presented by Wildish Construction Company will be reviewed. This arises from a significant quantity overrun in the General Excavation item. The contractor's computation deriving the money amount of the claim as revised is attached for your information. Excerpts from a Construction Section report on the claim are also attached.

John A. Bond
John A. Bond, Secretary
Claims Review Board

JAB:fw
Enc.
cc: I. D. Merchant
C. G. Swenson
R. L. Schroeder
R. D. Cunningham

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SIUSLAW RIVER (MAPLETON) BRIDGE SECTION
CONTRACT NO. 7345

The one General Excavation bid item included more than one type of work. A channel change for Knowles Creek was included in the earthwork quantities as General Excavation and was of a different character and cost, being significantly cheaper to perform than the steep sidehill rock cut adjacent to the existing roadway. As actually built, the cheaper channel change excavation which did not require drilling and shooting or legal hauling underran from the plan quantity whereas the more expensive roadway cut excavation overran significantly. These facts clearly establish a basis for additional compensation to the contractor in accordance with Section 109.04. The remaining question only being how much.

The latter point has been pursued with the contractor through at least three meetings with him at the field level and one in our office October 20, 1971. These have resulted in a reduction in the amount of the claim down to $24,364.62. The pertinent quantity information is as follows:

		Plan c.y.	Actual c.y.	
Gen. Exc. bid @ $3.51/c.y.	Channel change	7,743	6,483	Subcontracted @ $.98/C.Y.
	Rock Cut	22,500	39,942	Partly subcontracted @ $2.92/c.y. at the cut. Prime contractor loaded, hauled & placed.

The prime contractor is able to develop his change in cost resulting from the quantity change in a simplified manner due to the way he subcontracted some parts of it. The drilling, shooting and excavation cost in the cut and the entire excavation of the channel change were subcontracted (to Willamette Quarries) and this part of the work is not involved directly in the claim. The money gap develops because there was less revenue from the cheap excavation to in effect subsidize the hauling and placing of the subcontracted cut excavation. It could be stated that the claim is based on a change in revenue which becomes a change in cost to the prime contractor.

The removal of the roadway cut was a low production operation due to the presence of the heavy summer highway traffic in the very close proximity. Please note the claim does not include any additional compensation for flagging. This is in the State's favor. The original flagging authorization on this project was $1,500. The State's share of the actual flagging costs turned out to be $11,195.07. The contractor has stated that he put his flagging costs in the Temporary Protection and Direct Traffic bid item which was a lump sum bid amount of $9,286. Obviously, the contractor could not recover his share of the flagging costs (which would be about the same as the State's share) under the lumpsum item. There must be several thousand dollars in flagging costs to the contractor which do not appear in the claim.

WILDISH CONSTRUCTION CO.

EXCAVATING and SAND & GRAVEL

PHONE 746-2571
P.O. BOX 1106
EUGENE, OREGON - 97401

August 18, 1971

Oregon State Highway Department
2141 East 15th Avenue
Eugene, Oregon 97403

Attn: H. E. Mayfield
Resident Engineer

Re: Contract #7345

Dear Sir:

Enclosed please find our calculations for the claim for increased cost on bid item #4 on the above contract.

These are the figures we went over at our last meeting. We are agreeable to this settlement and trust it has your approval.

Very truly yours,

Wildish Construction Co.

Norman E. Wildish

NEW/jed

Enclosure

CLAIM SCHEDULE

Item 4, General Excavation

I. Original cost estimate based on quantities available at bid time.

A. Bid price $3.51 per c.y. @3.51 per c.y. for 34,332. c.y.	120,505.32
B. Excavation and placing cost:	
1. Roadway excavation: @1.00 per c.y. for 4,089. c.y.	4,089.00
2. Channel change excavation: and placement (Subcontract) @.98 per c.y. for 7,743. c.y..	7,588.14
3. Rock excavation (Subcontract): @2.92 per c.y. for 22,500. c.y.	65,700.00
LEAVING	$ 77,377.14
4. Hauling and placing rock - difference between A & B	43,128.18
5. Calculated unit price for hauling and placing rock:	

$$\frac{43,128.18}{22,500} = 1.917$$

II. Actual cost reflected by change in composition of excavation due to rock overrun and other material underrun.
A.
Final quantities:

Road excavation	4089	4,880. c.y.
Channel change	7743	6,483. c.y.
Rock	22500	39,942. c.y.
	34,332	51,305

B. Funds available for hauling and placing rock:

4880 x 2.51	12,248.80
6483 x 2.53	16,401.99
39,942 x .59	23,565.78
Total	52,216.57

$$\text{or } \frac{52,216.57}{39,942} = \$1.307$$

C. Loss resulting from change in quantities: 1.917 - 1.307 = 0.61/cy

39,942 x 0.61 = $24,364.62 ✓

399
225
174
.807.
225 | 174
1800

RECEIVED
NOV 18 1970
FOR FILING

20-1148
7345

November 17, 1970

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization for the Siuslaw River (Mapleton) Bridge Contract No. 7345 on the Florence-Eugene Highway in Lane County, is expected. Wildish Construction Company is the contractor. The project is expected to overrun the amount authorized by 8.8 percent or $32,512.

This overrun arises mainly from three items. General excavation is expected to overrun about 15 percent. The excavation involved on this project is mostly in one very steep side hill cut, so some variation from the plan quantity is reasonable. This side hill excavation had to be made in the close proximity of the existing highway over which traffic had to be maintained. A comparatively low rate of production under these circumstances has caused the traffic flagging item to also overrun an estimated $11,000. Costs of relocating water line facilities for the Mapleton Water District through the project will also exceed $11,000. This is a State obligation for which no provision was made in the project authorization.

I recommend that the existing project authorization of $368,553.34 be increased in the amount of $32,512.18, making a new total authorization of $401,065.52.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
C. T. Keasey
JAB:fw sr

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1970

SUBJECT: Siuslaw River (Mapleton) Bridge
Contract No. 7345
Expected Overrun of Project Authorization

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

The subject project is expected to overrun $32,512.00 or 8.8 percent. The overrun is due to three items, any one of which causes the overrun to exceed the allowable 5 percent. The General Excavation is expected to overrun about 5,800 cubic yards. This is only 15 percent of the bid quantity and this much change is understandable on this project where all of the earthwork is in a channel change and a very steep but short side hill cut. The excavation is expensive($3.51 per cubic yard), so this one item is expected to overrun by $20,182.

The flagging was grossly under-estimated in the project authorization which included only $1,500. This is expected to overrun about $11,000. This overrun is aggravated by the excavation quantity overrun mentioned above and also by the fact that the contract time has overrun significantly, 73 percent.

This project also had to absorb $11,188 in water line relocation costs. This is part of the cost of relocating Mapleton Water District facilities through the new project, including installation on the new bridge, which was built under a separate contract by the Bureau of Public Roads. Apparently because of an oversight, no provision was made in the subject project authorization to cover these charges, part of which were incurred early before this project was contracted.

This project is now virtually completed. We request your approval of the $32,512 increase. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIVED
NOV 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw

Enc.
cc V. L. Gallagher

Form E-313 (Rev. 10-60)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

[illegible]

Project Siuslaw River (Mapleton) Bridge Date 10-21-70

Highway Florence - Eugene Contract No. 7345

County Lane Kind of Work Grading & Paving Contractor Wildish Const. Co.

	Authorized	Estimated
Contract Amount	$ 313,016.60	$ 325,239.59
Anticipated Items	11,700.00	25,579.00
Contingency (4½%)	14,612.25	15,176.93
Engineering (9%)	29,224.49	35,070.00
Credits	-	-
PROJECT COST	368,553.34	401,065.52
NET INCREASE $		32,512.18

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) 4 General Excavation	$ 152,860.50	+20,182.50
(C) 5 Embankment Foundation Excavation	8,683.19	+ 1,648.19
(C) 6 Toe Trench Excavation	2,542.32	+ 166.32
(C) 8 Extra for Selected Rock Channel Protection	5,751.00	- 667.40
(C) 9 Trench Excavation	750.00	- 870.00
(C)12 Watering	600.00	- 1,140.00
(C)17 Class "B" Asphaltic Concrete Mixture	28,665.00	- 1,785.00
(C)18 Asphalt Cement in Mixture	6,195.00	- 455.00
(C)20 3/4-0 Aggregate in Prime Coat	0	- 900.00
(C)21 RC-250 Asphalt in Prime Coat	0	- 900.00
(C)24 18-inch Culvert Pipe	1,787.56	- 813.74
(C)28 6-inch Drain Pipe	0	- 900.00
(C)29 8-inch Drain Pipe	0	- 425.00
(C)30 Special Filter Material in Drains	0	- 550.00

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 11-24-70

See Back for additional items

Principal reasons for overruns (Continue on reverse side): More excavation quantities that originally estimated in B.I. No's 4, 5 & 6, anticipated items underestimated especially flagging, also relocating Mapleton Water District water main onto new bridge charged to this project and was not anticipated.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by H. E. Mayfield
Resident Engineer

Noted by [illegible]
Construction or Bridge Engineer

Confirmed by John Cummins II
Division Engineer
Const.

Noted by A. E. Johnson
[illegible] State Highway Engineer

[illegible]

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DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

20 AGRICULTURE BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

ROBERT STRAUB
State Treasurer

WILLIAM S. COX
Director

20-1148

1345

June 25, 1970

Mr. William S. Bublitz, Civil Engineer
Western Engineering Consultants
1445 Willamette Street
Eugene, Oregon 97401

Dear Mr. Bublitz:

Pier Point Inn Outfall, Glenada, Oregon

While it appears from your diagram that the majority of your outfall line will occupy submersible lands previously sold by the State, the eventual location of the lower portion of the line below the line of Mean Low Water will necessitate acquisition of an easement from the State Land Board. Neither the Oregon State Highway Division nor this Division has any record of an approval of the extension of your outfall line within the Siuslaw Bridge right of way to below the line of Mean Low Water. I believe that the Highway Division agrees with us that the statute granting authority to build bridges across navigable waters does not convey the underlying submerged land to their jurisdiction.

We are enclosing copies of our application for an outfall easement for your convenience. Please do not proceed with any work affecting the waterway until our review is completed. If this creates an emergency, please contact me to work out a temporary construction permit.

Thank you for your cooperation.

Very truly yours,

WILLIAM S. COX
DIRECTOR

RECEIVED
[illegible]
OFFICE OF
STATE [illegible] ENGINEER

WSC:bks
Enclosures
cc: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Form [illegible] (Rev. [illegible])

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Siuslaw River (Mapleton) Bridge **Date** 10-21-70

Highway Florence - Eugene **Contract No.** 7345

County Lane **Kind of Work** Grading & Paving **Contractor** Wildish Const. Co.

	Authorized	Estimated
Contract Amount	$ 313,016.60	$ 325,239.59
Anticipated Items	11,700.00	25,579.00
Contingency (4½%)	14,612.25	15,176.93
Engineering (9%)	29,224.49	35,070.00
Credits	-	-
PROJECT COST	368,553.34	401,065.52
	NET INCREASE $	32,512.18

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	**Expected Amount**	**Net Change**
(C) 4 General Excavation	$ 152,860.50	+20,182.50
(C) 5 Embankment Foundation Excavation	8,683.19	+ 1,648.19
(C) 6 Toe Trench Excavation	2,542.32	+ 166.32
(C) 8 Extra for Selected Rock Channel Protection	5,751.00	- 667.40
(C) 9 Trench Excavation	750.00	- 870.00
(C)12 Watering	600.00	- 1,140.00
(C)17 Class "B" Asphaltic Concrete Mixture	28,665.00	- 1,785.00
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(C)20 3/4-0 Aggregate in Prime Coat	0	- 900.00
(C)21 RC-250 Asphalt in Prime Coat	0	- 900.00
(C)24 18-inch Culvert Pipe	1,787.56	- 813.74
(C)28 6-inch Drain Pipe	0	- 900.00
(C)29 8-inch Drain Pipe	0	- 425.00
(C)30 Special Filter Material in Drains	0	- 550.00

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 11-24-70

See Back for additional items

Principal reasons for overruns (Continue on reverse side): More excavation quantities that originally estimated in B.I. No's 4, 5 & 6, anticipated items underestimated especially flagging, also relocating Mapleton Water District water main onto new bridge charged to this project and was not anticipated

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by H. E. Mayfield
Resident Engineer

Noted by [illegible]
Construction or Bridge Engineer

Confirmed by John [illegible]
Division Engineer
Const.

Noted by A. E. Johnson
Deputy or Assistant State Highway Engineer

	Item	Expected Amount	Net Change
(A)	Flagging (EWO No. 1)	$ 12,500.00	+11,000.00
(A)	Slide Correction (EWO No. 3)	12,600.00	+ 2,600.00
(A)	Protect Existing Water Main (P.A. No. 3)	479.00	+ 279.00
(U)	P.A. No. 1 (See S.F.O. No. 2)	-	-
(U)	P.A. No. 2 Construct Concrete End Piece	225.00	0
(U)	P.A. No. 3 (See Protect Existing Water Main-above)	-	-
(U)	P.A. No. 4 Delete Prime Coat (See B.I. No!s 20 & 21	-	-
(U)	P.A. No. 5 Excavate V-bottom Ditch	456.00	0
(U)	EWO No. 2 Temporary Fence	900.00	+ 105.42
(U)	SFO No. 1 Mapleton Water District	2,475.00	+ 425.00
(U)	SFO No. 2 Install & Paint Water Main	4,650.00	0
(U)	SFO No. 3 Water Main Materials	3,970.93	- 3,011.17
(U)	SFO No. 4 Permanent Signing	2,500.00	+ 1,000.00

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DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

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TOM McCALL
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Secretary of State

ROBERT STRAUB
State Treasurer

WILLIAM S. COX
Director

20-1118

7345

June 25, 1970

Mr. William S. Bublitz, Civil Engineer
Western Engineering Consultants
1445 Willamette Street
Eugene, Oregon 97401

Dear Mr. Bublitz:

Pier Point Inn Outfall, Glenada, Oregon

While it appears from your diagram that the majority of your outfall line will occupy submersible lands previously sold by the State, the eventual location of the lower portion of the line below the line of Mean Low Water will necessitate acquisition of an easement from the State Land Board. Neither the Oregon State Highway Division nor this Division has any record of an approval of the extension of your outfall line within the Siuslaw Bridge right of way to below the line of Mean Low Water. I believe that the Highway Division agrees with us that the statute granting authority to build bridges across navigable waters does not convey the underlying submerged land to their jurisdiction.

We are enclosing copies of our application for an outfall easement for your convenience. Please do not proceed with any work affecting the waterway until our review is completed. If this creates an emergency, please contact me to work out a temporary construction permit.

Thank you for your cooperation.

Very truly yours,

WILLIAM S. COX
DIRECTOR

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

WSC:bks
Enclosures
cc: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

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20-1[illegible]

73-15

Routing
2 Morgan
4 Decker
1 Bond
3 Johnson
Pease
5 Swan
Glenn
Litchfield
Gallagher
Stein

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8 1970
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
June 5, 1970

To: Memo To The Files

SUBJECT: Dynamite Blast
Siuslaw River (Mapleton) Bridge
Florence - Eugene Highway
Lane County

This memo pertains to the blast set off on Tuesday, May 26, 1970 on the above subject project.

Sub-contractor - Willamette Quarries set off the blast at 1:05PM between sta's 23+25 and 25+25 on the right. This was for the purpose of pre-splitting the line drilling as required and removing danger rocks as requested by the State Accident Commission.

In preparation to blasting on this project the sub-contractor consulted Mr. Lorn D. Petke and Mr. Bob Muir, representatives of the Dupont Powder Co. and it is my understanding that he also consulted with the Hercules Powder Co. The sub-contractor stated that he followed their recommendations.

NOTED
F. B. KLABOE

Considerable damage was done as this blast went out of control. The more serious items include damage to the Knowles Creek Bridge (Co. bridge), shearing off of a power-telephone pole causing power and telephone outages for several hours, windows were broken in 4 buildings and 2 buildings hit by rocks.

The damage was viewed the following day by Mr. John Quiner, Assist. Division Engineer, Lane County Public Works Dept. reqresentatives, and the sub-contractors insurance adjusters who contacted all damaged parties and informed them as to proceedure for repairing damage.

There are several factors which may have contributed to the amount of damage done. One of these being the type of rock, generally known as Tyee sandstone and which is very seamy. It is quite possible that the force of the explosion may have "blown" out a seam. Another factor may have been too hot of powder was used. The sub-contractor reported to me that he used what is known in the trade as 70%. Tt is my opinion that the latter is most probably the cause.

6/11/70
Copy to
Klaboe
per Mr Morgan
FC

Similar pre-splitting shots have been put off since with reduced % of powder and has proven satisfactory.

H. E. Mayfield
Resident Engineer

RECEIVED
JUN 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

HEM:rwn
cc: C. T. Keasey
Constr. Dept.

MAY 6 - 1970

FORM 2-30 (12-67)

20 - 1148
7345

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 1, 1970

SUBJECT: Traffic Control Installation
Mapleton Bridge Section
Florence-Eugene Highway

To: Tom Edwards
Assistant State Highway Engineer
BUILDING

The signing on the Mapleton Bridge Section of the Florence-Eugene Highway is shown on the attached sheet and is being peformed by State Forces as a participating item under the contact.

As a part of the traffic control installation, the Division is requesting approval for the installation of a flashing beacon at the intersection of ORE36 and ORE126 as shown on the sketch. This intersection is similar to the one at Independence Junction. The railroad side of the intersection is a cut bank which is a hazardous situation similar to the one that existed at Independence Junction. I would recommend that the flashing beacon be installed with your approval.

Since this is the junction of two State highways, I would also recommend that we do not attempt to obtain County participation in the form of paying the cost of power and maintenance.

Copy to → L. E. George
5-5-70

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

NOTED
TOM EDWARDS

Approved
Edwards

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MAY 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE
HIGHWAY DIVISION

20-1148
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171
7345

April 8, 1970

Mapleton Water District
Star Route "M"
Mapleton, Oregon 97453

Re: Relocation of Water Facilities
Siuslaw River (Mapleton) Br. Sec.
Florence-Eugene Highway
Lane County

ATTENTION: Robert M. Hyett, Manager

Gentlemen:

Reference is made to your letter dated April 1, 1970, which requested payment of $3,781.66 for pipe fittings and miscellaneous material required to accomplish the relocation of your facilities in conflict with the above subject project.

In order for the State to make payment for the materials used, the District will have to submit approved invoices and billing from the material suppliers. Reference is also made to Mr. Jess Jones' letter of March 19, 1970, which transmitted a voucher claim for $1,038.55 for engineering services. This voucher must be signed by the appropriate representative of the District and returned to Mr. Jess Jones, Utilities Auditor, Oregon State Highway Division, State Highway Building, Salem, Oregon 97310. Payment cannot be made until this voucher is returned.

If further information or assistance is required please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
~~V.E. Skoog~~
C. T. Keasey
H. E. Mayfield
J. E. Holcomb

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1970
FOR FILING

20-1148

7345

March 26, 1970

Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 7345 for $313,016.60 awarded to you by the State Highway Commission on March 24, 1970. This contract is for grading and paving on the Siuslaw River (Mapleton) Bridge Section of the Florence-Eugene Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 7, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
C. T. Keasey
H. E. Mayfield

RECEIVED
APR 15 1970
FOR FILING

20-1148
7345

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1970

To:

Mr. L. H. Young
Program & Planning Engineer
BUILDING

SUBJECT: Siuslaw River (Mapleton) Bridge
Justification of high bid,
March 19, 1970
Project No. 6

7345

The Cost Estimating Section underestimated Item 4, General Excavation. The engineers estimate was $2.00 per cubic yard. The final special provisions called for presplit blasting of the cut slope. Presplit blasting added cost L.S. is $20,000. Item 3, Removal of Structures and Obstructions, was underestimated L.S. $10,000. This includes removal of the existing bridge over the Siuslaw River. The difference between the engineers estimate $6,000 and the average of the three bids on Item 3 $24,000 is $18,000.

Some incidental cost items were not anticipated in the engineers estimate. The labor unions negotiating for new contracts this summer are asking a 25% wage increase per year. Contractors recently indicated they expect work stopping labor strikes this summer. The low number of bidders, three, on this project contributed to a higher less competitive bid.

In view of the above considerations, the low bid by Wildish Construction Company of $313,016.60 is reasonable.

F. D. Morgan
Construction Engineer

By Edgar L. Johnsen

Edgar L. Johnsen
Chief Cost Engineer

ELJ:fr

[illegible]LISON

Chase

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MAR 10 1970
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**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

20-1148
7345

March 9, 1970

Ross Bros. Construction Company
3501 Brooklake Road, N. E.
Salem, Oregon 97303

Re: Installation of 8-inch Steel
Water Main
Mapleton Water District
Siuslaw River (Mapleton) Bridge Sec.
Florence-Eugene Highway
Lane County

Gentlemen:

Enclosed herewith is an approved copy of a Price Agreement between the State and your Company in the amount of $4650, for the installation of the subject water main.

Payment will be made for the installation upon receipt of a billing from your Company when the work has been completed to the satisfaction of both the State and Mapleton Water District. This billing should be directed to Mr. T. W. Litchfield, Utilities Liaison Engineer, 314 State Highway Building, Salem, Oregon 97310.

Mr. H. E. Mayfield, 2141 East 15th Street, Eugene, Oregon 97403, will be the Resident Engineer on the State's project for the construction of the bridge approaches. He will also be responsible for the inspection, for the State, of the water main installation. Mr. Mayfield should be notified at least three days prior to commencement of any work related to the installation of the water main.

A recent change in State Highway Division boundaries has caused a change in Field Utilities Liaison Engineers for this project. Mr. J. E. Holcomb, P. O. Box 1128, Roseburg, Oregon 97470, is now assigned to this project.

If further information is required, please contact Mr. J. E. Holcomb or this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

JMC:ss
cc: F. B. Klaboe
V.E. Skoog (w/copy of SEO #2)
C. T. Keasey
H. E. Mayfield
J. E. Holcomb
V. L. Gallagher

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosure
cc: Harold Davis, BPR-Mapleton

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MAR 4 - 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

20-1148

7345

February 26, 1970

Ross Brothers Construction Company
3501 Brooklake Road, N.E.
Salem, Oregon 97303

Re: Installation of 8-inch Steel
Water Main
Mapleton Water District
Siuslaw River (Mapleton)
Bridge Section
Florence-Eugene Highway
Lane County

Gentlemen:

Reference is made to our letter of January 30, 1970 which requested an estimate of cost for the installation of the subject water main and to your letter of February 6, 1970 which proposed a lump sum of $4650 for this installation.

Enclosed you will find seven (7) copies of a Price Agreement between the State and Ross BrothersConstruction Company in the amount of $4650 for the installation and painting of 579 lineal feet of steel water main and fittings. If the Price Agreement meets with your approval please sign and return the original and five (5) copies of the Price Agreement for processing by the State. Upon final approval a copy will be returned to your office.

If further information or assistance is required, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

Enclosure

cc: F. B. Klaboe
V. E. Skoog
R. D. Asburry
H. E. Mayfield
F. W. Sugnet

RECEIVED
FEB 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 3 - 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

30-1148
7345

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 30, 1970

Ross Brothers Construction Company
3501 Brooklake Road, N.E.
Salem, Oregon

Re: Installation of 8-inch Water Main
Mapleton Water District
Siuslaw River (Mapleton) Bridge Section
Florence-Eugene Highway
Lane County

Gentlemen:

Enclosed you will find three (3) copies of a plan, prepared by Western Engineering Consultants, for the installation of an 8-inch steel water line on the Siuslaw River (Mapleton) Bridge Structure. Also enclosed are three (3) copies of specifications prepared by Western Engineering Consultants for the painting of the water line.

Please prepare an estimate of cost for the installation and painting of this 8-inch steel water line. Materials to be furnished by Mapleton Water District and installed by your Company are as follows:

Item	Quantity	Unit
8-inch steel pipe, with victaulic ends, coal tar enamel prime coat inside & out, (lengths as specified)	579	Lin. Ft.
8-inch victaulic couplings	31	Each
8-inch victaulic flange adapters	2	Each
8-inch 90° victaulic malleable iron elbow	1	Each
3/4 in. air release valve APCO #65 or equal	1	Each
Adjustable clevis hanger assembly (as shown on Drawing No. 24440 of Bridge Plans)	56	Each

The exterior surface of the water line will be painted with 2 coats of inertol rust armor paint as set forth in the enclosed specifications. The paint is to be supplied by your Company.

Engineering for the relocation of Mapleton Water District's 8-inch water line is being handled by William S. Bublitz, Western Engineering Consultants, 1445 Willamette Street, Eugene, Oregon 97401, Phone: 342-2141. Questions regarding materials and method of installation should be directed to Mr. Bublitz. Upon completion of your estimate of cost for the installation and painting of the water line, please submit three (3) copies to this office for our use in preparing a lump sum Price Agreement between the State and your Company as it is the State's responsibility to pay for the relocation of this water line.

Very truly yours,

F.D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosure

cc: Mapleton Water District - ATTN: Robert M. Hyett
Western Engineering Consultants - ATTN: Wm. S. Bublitz
Harold Davis - Resident Engineer, Bureau of Public Roads

F. B. Klaboe
V. E. Skoog
R. D. Asburry
F. W. Sugnet

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FEB 2 1970
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FEB 2 1970
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OREGON STATE
HIGHWAY DEPARTMENT

20-1148

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

7345

January 30, 1970

Western Engineering Consultants
1445 Willamette Street
Eugene, Oregon 97401

Re: Water Main Relocation
Mapleton Water District
Siuslaw River (Mapleton) Br. Sec.
Florence-Eugene Highway
Lane County

ATTENTION: Mr. Wm. S. Bublitz

Gentlemen:

This is to confirm our verbal request of January 26, 1970, for Western Engineering Consultants to prepare plans, speicifications and cost estimate and order the materials, in behalf of Mapleton Water District, necessary for the installation (suspension) of the District's relocated water main on the Siuslaw River (Mapleton) Bridge Structure.

The materials to be ordered are all of the 8-inch steel pipe, victaulic couplings and hangers, as shown on Sheet 2c of the State's plans for the subject project, pertinent to this installation. The materials are to be delivered to the job site at Mapleton, Oregon on or about February 13, 1970.

The plans and specifications will be picked up at your office and copies hand carried to Ross Bros. Construction Company's office in Salem for their use in preparing a lump sum estimate of the cost for installation, by their Company, of the 8-inch steel water main.

It is understood that your firm will perform the necessary inspection of the water main installation for Mapleton Water District.

If further information or assistance is required, please contact Mr. Fred W. Sugnet, Field Utilities Liaison Engineer, or this office.

JMC:ss
cc: F. B. Klaboe
R. D. Asburry
H. H. Patterson
F. W. Sugnet

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JAN 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Harold Davis - BPR

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JAN 21 1970
FILING

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7345

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

January 16, 1970

cc's sent 1-20-70

F. B. Klaboe
L. H. Young
T.C. Roake (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
R. D. Asburry (4)
C. T. Keasey (4)

State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention: Frank L. Hall

Dear Sir:

We are replying to letters from your office dated January 5, 7, and 8, 1970 referring to the following plans and prospectuses:

1. Williamette River (Albany) Bridge Section
   Albany-Corvallis Highway, Linn & Benton Counties
2. Siuslaw River (Mapleton) Bridge Section
   Florence-Eugene Highway, Lane County
3. West Third Street (Rogue River) - Maple Creek Section, East Evans Creek County Road, FAS 15-100
   Jackson County
4. Boones Ferry Road-Pacific Highway East Section
   Hillsboro-Silverton Highway, Marion County

There will be no conflict with wildlife resources as a result of these projects and they are approved. Our only concern is that turbidities be kept at low levels in the channel change on Knowles Creek on the Siuslaw River Bridge Section.

We appreciate the opportunity to offer recommendations on this construction.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

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JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

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JAN 20 1970

FISH
COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
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Vice Chairman
McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

26-1148
7345

cc's sent 1-16-70
F.B. Klaboe
L.H. Young
T.C. Roake (2)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (2)
R.D. Asburry (2)
C.T. Keasey (2)

January 15, 1970

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall, Assistant Design Engineer

Dear Mr. Cooper:

We have reviewed the following titled projects transmitted to us by letter dated January 5, 1970:

Willamette River (Albany) Bridge Section, Albany-Corvallis Highway, Linn and Benton County

Siuslaw River (Mapleton) Bridge Section, Florence-Eugene Highway, Lane County

Our main concern is that excessive silt loads and river pollutants be kept to a minimum during construction.

Knowles Creek at the channel change is rather wide and influenced by tide levels. Thus, we recommend that the bottom of the channel change be graded in X-section so as to provide a low flow section for the first low flow fish passage period. Higher runoffs later in the year should provide natural low water channels of sufficient depth for fish passage.

The projects are approved.

Sincerely,

Burt Carnegie
BURT CARNEGIE
HYDRAULICS ENGINEER

cc Oregon Game Commission

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JAN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 18 1969

20-1148
7345

December 17, 1969

Oregon State Highway Commission

Gentlemen:

On June 11, 1969, the Bureau of Public Roads let the contract on the Siuslaw River (Mapleton) Bridge Section of the Florence-Eugene Highway in Lane County. This was a Forest Highway Project and was for the structure only.

The structure contract is estimated to be completed July 1, 1970, and due to the President's cutback of federal funds, the Bureau will not have sufficient funds to let a contract for the approaches. Therefore, I recommend that $300,000 be added to our current State Construction Program for contract construction of the approaches and completion of this project.

This matter will be on the agenda for your consideration at the December 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
P. B. Klaboe
V. D. Wolfe
L. H. Young
D. J. Barbee
F. D. Morgan
V. E. Skoog
R. D. Asburry

BLG:aw sr

RECEIVED
DEC 12 1969

30-11-18

43457

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
610 East Fifth Street
Vancouver, Washington

DATE: December 10, 1969

In reply refer to: 08-72.374

TO : Mr. Forrest Cooper, Highway Engineer
Oregon State Highway Division
Salem, Oregon Attention: W. L. Hackleman

FROM : for J. E. Mors, Chief
Federal Projects Division
Vancouver, Washington

SUBJECT: Oregon F. H. Project 57-1(2) Mapleton-Austa Highway

As requested in your letter of December 8, 1969 we are sending all the data related to this project to you. Mr. Fred Rogers will hand deliver the books, rolls and envelopes to your Design Office on Thursday, December 11, 1969 and will discuss these data with your design people.

Please have the records receipt signed so that our Vancouver file can be cleared.

cc: R. E. Simpson, Salem

Above data received
12-11-69 Don Trout

copy to -
Porter
Klaboe

NOTED
R. L. PORTER

Routing

1	Larbee	Trout	T
2	Hall	Wills	
	A. Olson	Hackleman	4
	Semple	Scott	
3	Terpin	R. Olson	
	Swenson	Carstensen	

RECEIVED
DEC 11 1969
DESIGN
DIVISION

FHRogers:alk

RECEIVED
DEC 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 8 - 1969
FOR FILING

71, 57

December 8, 1969

Mr. Ralph M. Phillips
Regional Administrator
Federal Highway Administration
412 Mohawk Building
Portland, Oregon 97204

Attention: Mr. John Mora, Chief
Federal Highway Projects Division

Through: Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

It is our understanding that funds for Forest Highway construction will not be available through fiscal year 1970 and uncertain thereafter.

The Mapleton Bridge, FHP 37-1(1), is under construction and expected to be completed in early June. Approach work, FHP 37-1(2), has not been contracted. It is important that these bridge approaches be contracted as soon as possible.

It is therefore requested that the information on the Mapleton project transmitted to the Federal Highway Projects Division by the Oregon State Highway Division last winter be returned. Also, we would like copies of the to-date design work performed by your Survey and Design Branch.

We would appreciate obtaining this information as soon as possible as it is our desire to prepare plans and specifications for contract immediately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
W. N. Hackleman

WNH:ak ms

DEC 4 - 1969
FORM [illegible] (12-67)
FOR FI

20-1148
7345

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1969

SUBJECT: Oregon FHP 57-1(2)
Mapleton Bridge Approaches
Mapleton-Austa Highway
Lane County, Oregon

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

It is estimated that the new bridge being constructed over the Siuslaw River at Mapleton, under the surveillance of the BPR, will be complete June 1, 1970--about a month ahead of contract time. The approach work necessary to utilize this structure is not included with the contract. The Federal Highway Projects Division of FHA had intended to contract the approaches this winter as a Forest Highway project. Mr. Ken Oviatt, Deputy, Federal Highway Projects Division, has said that Forest Highway funds have been cut off for fiscal year 1970, and there is no assurance when these funds will be released after July 1.

It is desirable that the new Mapleton Bridge be put in service as soon as reasonably possible. The existing structure is rapidly deteriorating and substantial maintenance is anticipated if its service is to be extended through another year. Also, the bridge permit issued to the Oregon State Highway Division by the U.S. Coast Guard stipulates: "All parts of the existing State Route 62 Bridge, mile 20.6, not utilized in the construction of the new bridge shall be removed down to the natural bottom of the waterway and the channel cleared to the satisfaction of the Commander, Thirteenth Coast Guard District, not later than ninety (90) days after completion of the new State Route 62 Bridge, mile 20.6, or when said bridge has been opened to vehicular traffic, whichever occurs first."

The old estimate of $298,000 for approaches to the Mapleton structure has been reduced to $231,000 in Vancouver's latest design figures. This includes engineering and disposal of the old bridge. A final

12-4-69 Ref'd to Barbee w/note:

Please get info from BPR and work up for a State project to be let at the January letting.

FBK

NOTED
F. B. KLABOE

review of the project is pending. Mr. Rogers believes that final design plans could be prepared for the subject project in one month's time.

Mr. Asburry's letter of recommendation relative to the subject and an inspection report on the existing structure is attached for your information.

D. J. Barbee
Design Engineer

By W. N. Hackleman

W.N. Hackleman
Assistant Chief Locating Engineer

WNH:jp
Attach
cc: R.D. Asburry

RECEIVED
DEC 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1969

SUBJECT: Mapleton Bridge
Florence-Eugene Highway

To: D. J. Barbee
DESIGN ENGINEER

Arrangements need to be made to take the existing Mapleton Bridge out of service as soon as possible. This need is evidenced by the attached November 21 report of J. B. Boyd.

A new structure is under contract. That contract doesn't include the necessary approaches. The B.P.R. will have it completed by early June, 19~~69~~70.

There apparently are no Forest Highway funds available now or in the near future for the approaches. See Gerald Wimer's November 20 memo for confirmation.

State forces could borrow for temporary approaches. If this was done, then there would be no room to place the excavations when the planned approaches and widening for the nearby County Road intersections are contracted. Rip-rap would also be necessary a second time unless we originally go full width. If we go full width, there is all the more reason to immediately contract the planned project.

It is recommended:

1. An attempt be made to have the B.P.R. contract within the next three months the planned approaches.

2. Lacking success on number one above, a State contract should be let to do so. It should be let by early April so organization and clearing can be done before the summer construction season. Completion should be oriented to September 1, 1970. Estimated cost from Forest Highway schedule is $298,000.

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

RDA/GWW/cg

Attach.

REFERRED TO
Hackleman
Design Engr.

Routing
1 Barbee B
2 Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hacklem Hack
Scott
R. Olson
Carstensen

RECEIVED
NOV 28 1969
DESIGN
DIVISION

Salem, Oregon
November 21, 1969

E. S. Hunter
MAINTENANCE ENGINEER

Mapleton Bridge
Florence - Eugene Hwy.
M.P. 14.49

DIVISION

An inspection was made of the covered bridge at Mapleton by G. D. Anderson, State Bridge Superintendent, Eldon Everton, District Maintenance Superintendent, and the writer.

I had previously requested Karl M. Layton, Bridge Foreman, to swing staging under the structure because of reports of deck decay. I told him to choose three or four places which were indicitives of the condition of the structure. Four places were chosen. They were:

1) About mid-span on the north Howe truss. Inspection and boring indicate that the stringers were sound and that there was only localized deterioration on the 4x12 decking.

2) North side of main center pier. Stringers appeared sound when proded. Some localized softness in 4x12 decking.

3) South side of main center pier. Stringers appeared sound when tested.

4) About half the distance through the south approach trestle. Stringers appear sound, localized softness in 4x12 decking.

Summary:

To all appearances, the structure will remain in service until such a time as the new bridge is in operation. Much rot is evident in the hand rails and side walks. Instructions were given to make the walks safe for pedestrians. We will have to maintain a constant watch on this structure because the 2x2 decking is not remaining tied to the 4x12 decking. This causes rapid loss of surfacing and any roughness to the deck adds appreciably to the stress and impact to the structure.

It was noted during the inspection that the tie placed mid-span on the deck stringers was not working properly as the nuts had backed off. Mr. Eldon Everton was instructed to tighten these members up as soon as was possible, possibly in one week. Considerable staging is ne~~x~~cessary for this work.

I believe that even though our inspection indicates reasonable security on this structure, the Bureau of Public Roads should be proded in order to have the approaches prepared as soon as the new structure is useable.

R. D. Asburry
DIVISION ENGINEER

by J B Boyd

J. B. Boyd
ASST. DIVISION ENGINEER

JBB/sjs
cc: Eldon Everton

[illegible] AUG 4 - 1969

F[illegible]

20-1148
7345

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1969

SUBJECT: FH Project 57-1(2)
Mapleton Bridge Approaches

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Signed options have been obtained on the right-of-way necessary for the grading and surfacing approaches to the new bridge being constructed at Mapleton. One of these signers (Saubert parcel) appears not to have had power of attorney; however, we have taken possession and the bridge contractor is working thereon.

Forest Highway Funds should be available for the Mapleton grading job now. The estimated $300,000 was included on the approved program received from John E. Mors on June 30, 1969.

It is believed that the Federal Highway Projects Division is tentatively considering advertising the subject project this fall. The bridge contractor is occupying the embankment areas and grading work cannot reasonably be pursued for some time.

F. B. [illegible]

D. J. Barbee
Design Engineer

By W. N. Hackleman

W. N. Hackleman
Assistant Chief Locating Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

WNH:jp

JUL [illegible] 1969

FOR

20-1148
7345

7-28-69

OREGON STATE HIGHWAY DEPARTMENT
DESIGN DIVISION

PROGRESS REPORT FOR
FOREST HIGHWAY SURVEYS

Project No: FH 57-1(1) **Length of Survey:** 0.3 miles

Geographic Termini: Mapleton Bridge Approaches

Highway: Mapleton-Austa **County:** Lane

Type of Work: Grade, Base and Pave

Estimated Percent Field Work Complete: 100

Estimated Percent Design Complete: 95

Anticipated Date Completion Plans & Specifications: January 1970

Proposed Units of Construction: All'

Estimated Costs of Units: $300,000

REMARKS: Design appears clear for this project. The utility plan is complete with the water facility to be included with the project items. The structure contractor began work about the 1st of July.

July 28, 1969

W. N. Hackleman

W. N. Hackleman
Ass't Chief Locating Engr

Mailing List:
F.B. Klaboe
D.J. Barbee

20-1148 Siuslaw R. (Mapleton) Br. Sec. 1971

#7345 CONFIDENTIAL

THIS LETTER IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION
AND IS REGARDED AS A PRIVILEGED COMMUNICATION

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FOR FILING

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7345

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 11, 1971

CONFIDENTIAL

SUBJECT: Siuslaw River (Mapleton) Bridge
Contract No. 7345

To: Mr. A. E. Johnson
Asst. State Highway Engineer
BUILDING

Wildish Construction Company, contractor on the subject project, made a formal claim under date of December 21, 1970 in the amount of $35,370.27. The claim is based on a quantity overrun in the one high cut which made up a majority of the excavation on the project. The project was completed November 9, 1970 but a key factor in the claim is the quantities of actual excavation on different parts of the project. In this respect, it is like a measurement claim, so we have taken the position that the contractor was entitled to final quantities information before formally presenting his claim and have not tried to fault it on lack of notice.

The issue involved is really quite simple. The one General Excavation bid item included more than one type of work. A channel change for Knowles Creek was included in the earthwork quantities as General Excavation and was of a different character and cost, being significantly cheaper to perform than the steep sidehill rock cut adjacent to the existing roadway. As actually built, the cheaper channel change excavation which did not require drilling and shooting or legal hauling underran from the plan quantity whereas the more expensive roadway cut excavation overran significantly. These facts clearly establish a basis for additional compensation to the contractor in accordance with Section 109.04. The remaining question only being how much.

This latter point has been pursued with the contractor through at least three meetings with him at the field level and one in our office October 20, 1971. These have resulted in a reduction in the amount of the claim down to $24,364.62 which we can now recommend for payment. The pertinent quantity information is as follows:

		Plan c.y.	Actual c.y.	
Gen. Exc. bid @ $3.51/c.y.	Channel Change	7,743	6,483	Subcontracted @ $.98/c.y.
	Rock Cut	22,500	39,942	Partly subcontracted @ $2.92/c.y. at the cut. Prime contractor loaded, hauled & placed.

" The prime contractor is able to develop his change in cost resulting from the quantity change in a simplified manner due to the way he subcontracted some parts of it. The drilling, shooting and excavation cost in the cut and the entire excavation of the channel change were subcontracted (to Willamette Quarries) and this part of the work is not involved directly in the claim. The money gap develops because there was less revenue from the cheap excavation to in effect subsidize the hauling and placing of the subcontracted cut excavation. It could be stated that the claim is based on a change in revenue which becomes a change in cost to the prime contractor." I think the fact that a subcontract existed only simplifies the arithmetic a great deal. We would have the claim any way and probably for an even greater amount had the prime contractor done all the excavation work with his own forces.

"The removal of the roadway cut was a low production operation due to the presence of the heavy summer highway traffic in the very close proximity. Please note the claim does not include any additional compensation for flagging. This is in the State's favor. The original flagging authorization on this project was $1,500. The State's share of the actual flagging costs turned out to be $11,195.07. The contractor has stated that he put his flagging costs in the Temporary Protection and Direct Traffic bid item which was a lump sum bid amount of $9,286. Obviously, the contractor could not recover his share of the flagging costs (which would be about the same as the State's share) under the lump sum item. There must be several thousand dollars in flagging costs to the contractor which do not appear in the claim. "

We raised the question of whether there was some excess recovery of overhead or mobilization components in the claim. There was very little mobilization involved in the hauling and placing operation. Basically only three pieces of equipment were used and no "one time" investment in plant or production facility to amortize.

As a check on the validity of the adjustment derived by the contractor's method, we derived a force account type analysis of the contractor's hauling and placing costs using data available in the resident engineer's records. This indicates that the adjustment is not out of line. The adjustment is $1.40 per cu. yd. on the over-run quantity. An average hourly rate of production has to be based on a load count (which can be inaccurate) and an assumed swell from the cut measure (and in this case there was also considerable over-break which we did not pay for). The force account analysis shows a Wildish cost of about $118 an hour for an average production of about 60 pay cu. yds., or $1.97 per cu. yd.

Wildish had .59 per yard left (after the subcontract cost) to apply toward this or a difference of 1.38 per cu. yd. The effect of the channel change under-run more than makes the difference to the 1.40 adjustment proposed.

The proposed settlement of the claim also must include additional time extension. At the Commission's March 30 meeting, a 43-day extension was approved which still left 47 days liquidated damages at $100 a day. The field has re-analyzed the time element on the project and now recommends an additional 43 days. This would leave 4 days in effect. The contractor has told us an extension on this basis would be acceptable to him along with the claim adjustment.

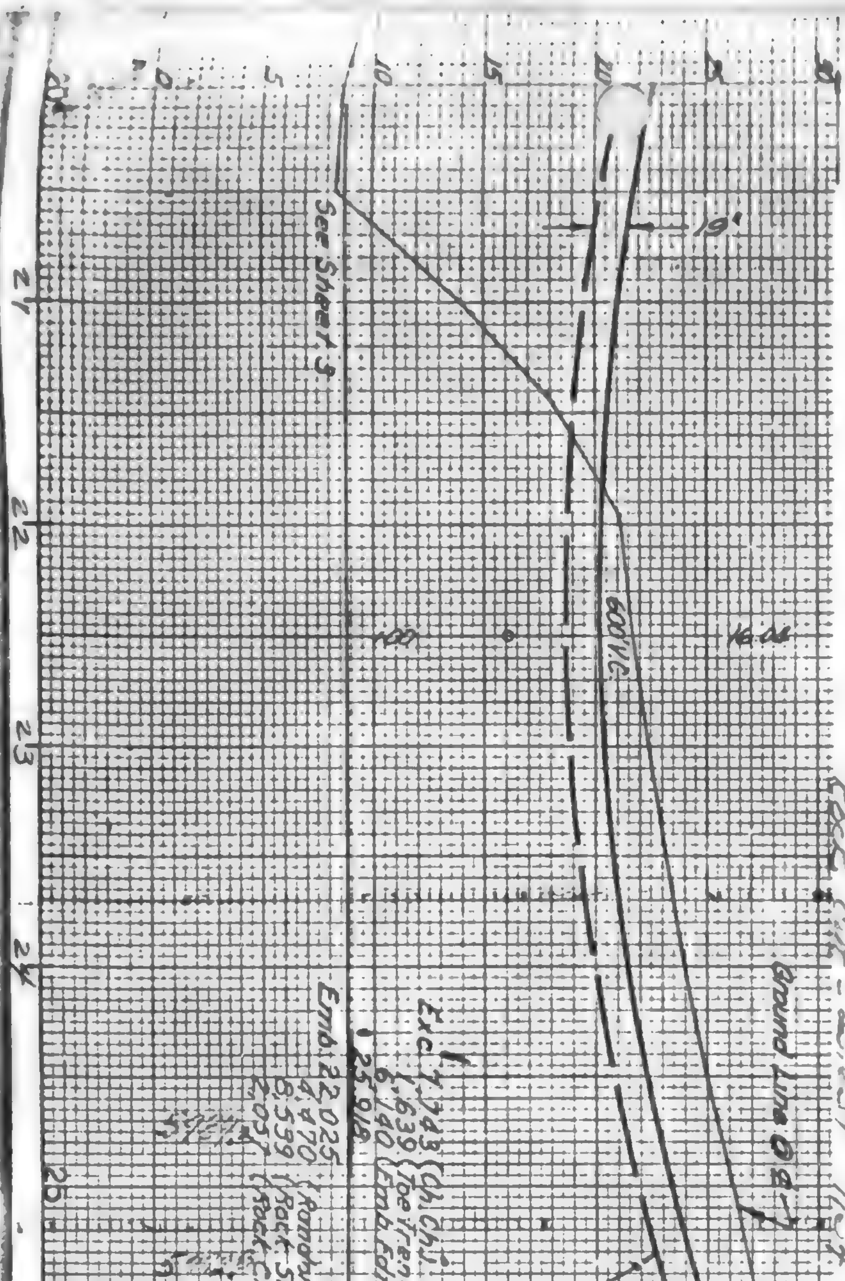
I assume this time matter should be presented to the Highway Commission separately. What should the next move be on the claim? Should it go before the Claims Review Board before going to the Highway Commission? Perhaps it could be considered by merely a Front Office majority of the Board on short notice. The project authorization is already over-run close to the allowable percentage. This was a State project.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

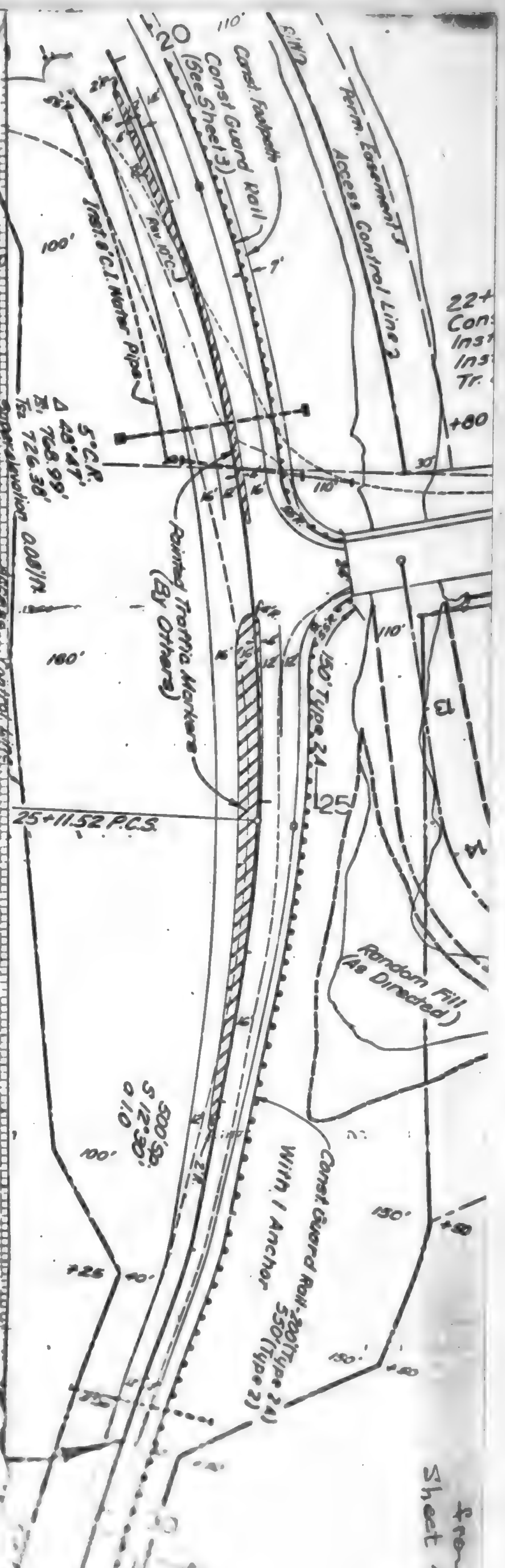
JAB:fw:fr



Location	Actual Cu. Yds.
—	33
42	91
135	[illegible]
759	754
1617	2,209
1868	2,577
2,297	3,165
3,337	4,173
3951	5,340
3597	5989
2460	5,773
1804	5300
1630	3927
1093	2402
643	1205
247	296
83	103
37	100
	90
25,590*	

Rock Cut - 23,657 - 1157 compacted roadbed = 22,500 c.y.

Rock Cut = 41,205 - 1263 roadbed = 39,942 c.y.



from Sheet 4.

END OF PROJECT
STA 29+00

*328 c.y. less than plan bracket quantity - due to minor late changes in plans.

12,442 c.y. considered rock cut [illegible]-run-

U-104(3) Willamette R. (Albany) Bridge 1970
on Albany-Corvallis Hwy. (Grad.,
#7346 pav., struc., & illum.) Folder #2

C&A 3902
C&A 3898
C&A 3895
C&A 3942
C&A 4159

73466

OSHD (Coulter)
Region
Wash DC
Area Engr Riedl

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

3-27-74

REGION NO. 10	REPORT NO. 21	COUNTY Linn & Benton	DIVISION Oregon
DATE OF REPORT 3/27/74	REPORT MADE BY W. H. Kappus, Assistant Area Engineer		PROJECT NO. U-104(3)
COMPLETION DATE 3/17/72	ACCEPTANCE DATE BY CONTRACT AGENCY 10/30/72	TIME ELAPSED 100 %	CONTRACT TIME 340 days
APPROVED EXTENSIONS 133 days	LOCATION In the City of Albany OR, US 20 over the Willamette River		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

APR 01 1974
REGIONAL OFFICE

WILLAMETTE RIVER (ALBANY) BRIDGE
Albany-Corvallis Highway
Grading, Paving, Structures and Illumination

This project provided for the construction of 0.65 mile of highway roadbed, grading and paving, a new steel plate girder bridge over the Willamette River, remodeling the existing bridge and the installation of lineal illumination and traffic signals.

Contract Time

This project was completed March 17, 1972. The contract time was 340 days with 133 days of approved extensions for a total of 673 days. The contractor used 669 days.

Contract Underruns and Overruns

The total project cost underran by approximately 0.5%. There were no significant underruns or overruns.

4-2-74
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NOTED
H.S. COULTER

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APR 2 1974
Office of
Assistant State Highway Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by William H. Kappus Assistant Area Engineer R. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 3/28/74	TITLE District Engineer	DATE APR 01 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7346

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January 28, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. M. Young
Office Engineer

Federal-aid Project
No. U-104(3)

SUBJECT Request Federal-aid Project Acceptance

Contract 7346, Work Completed March 17, 1972

Project Willamette River (Albany) Bridge

Highway Albany-Corvallis

Counties Benton and Linn

Acceptance: Transportation Commission October 30, 1972

Federal Highway Administration March 10, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

BMW:lsk

cc: Vern Skoog

RECEIVED
[illegible] - 1972
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7346

November 2, 1972

General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

Gentlemen:

On October 31, 1972, we wrote to you concerning release of final payment on Contract No. 7346 awarded to Willamette-Western Corporation for work on the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Linn and Benton Counties.

Final payment on this contract is $4,610.65 and the total contract amount is $2,619,840.65 including $10,113.22 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Hummer
J. B. Boyd

RECEIVED
NOV 1 - 1972
FOR FILING

7346

5

October 31, 1972

General Insurance Co. of America
1900 S.W. 1st
Portland, Oregon 97201

Gentlemen:

Contract No. 7346 awarded to Willamette-Western Corporation for work on the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Linn and Benton Counties was completed on March 17, 1972, and accepted by the Highway Commission on October 30, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 5, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

Jma

cc Willamette-Western Corp.
Foot of N. Portsmouth Ave.
Portland, Oregon 97203

Willamette-Western Corp.
P.O. Box 985
Albany, Oregon 97321

C. T. Kassey
Walt Hart
V. E. Skoog Attn: W. L. Hemmer
J. B. Boyd

7346

STATE COPY

c

MONTHLY TRANSACTION NUMBER 5-44	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Benton and Linn
MODIFICATION NUMBER 1	(PPM 21-7) 5-10-72	PROJECT NUMBER U-104(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 22, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,793,073	$ 2,875,591
Federal Funds	$ 1,773,000	$ 1,827,150
Other revisions		

This modification is made for the following reasons:

To include approved price agreements and estimated increase in cost.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of May, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)
for R. E. Simpson

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Federal-Aid
Oregon State Highway Division Project No. U-104(3)

WILLAMETTE RIVER (ALBANY) BRIDGE SECTION OF

THE ALBANY-CORVALLIS HWY. IN BENTON AND LINN COUNTIES

Salem, Oregon, April 26, 1972

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. L2 55+90 to Sta. LE2 101+51.04)

Subtotal on previous estimate of April 15, 1970 $ 835,222.00

Additional Approved Items

PA#1	Remove Gasoline Storage Tanks		Lump Sum		$ 1,380.00
PA#4	Handrail on Stairway		Lump Sum		1,350.00
PA#5	Structural Excavation	87	cu.yd.	12.50	1,087.50
PA#5	Class "A" Concrete	171	cu.yd.	141.00	24,111.00
PA#5	Metal Reinforcement	11,800	lb.	0.18	2,124.00
PA#5	Exposed Aggregate Paving	112	sq.yd.	10.50	1,176.00
PA#7	Revise Roadway Illumination		Lump Sum		385.00
PA#7	Revise Signal Installation		Lump Sum		4,607.00
PA#7	Extra for Installing Guard Rail Posts	80	only	9.35	748.00
PA#7	Removal of Existing Sign Installation		Lump Sum		625.00
PA#7	Painted Wood Sign Posts		Lump Sum		920.00
PA#7	Sign Support Footings		Lump Sum		460.00
PA#7	Single Sign Supports		Lump Sum		2,022.00
PA#7	Double Sign Supports		Lump Sum		604.00
PA#7	Type "A" Signs	215	sq.ft.	9.45	2,031.75
PA#7	Type "C", "D" and "R" Signs	260	sq.ft.	4.75	1,235.00
PA#7	Yellow Flasher and Floodlight		Lump Sum		1,367.00
PA#7	Sign Illumination Equipment		Lump Sum		783.00
PA#11	Modified Type "A" Curb	4.6	cu.yd.	50.00	230.00
PA#12	Pit-Run Gravel	508	cu.yd.	2.90	1,473.20
PA#14	Astro-Turf in Place	940	sq.ft.	1.39	1,306.60
PA#15	Type C Island	1	cu.yd.	126.00	126.00
PA#15	Class C A.C. Walk	75	ton	9.89	741.75
PA#15	Asphalt in Mix	5	ton	63.00	315.00
PA#15	Embankment in Place	210	cu.yd.	3.40	714.00
PA#15	3/4" - 0 Leveling Course	106	ton	5.50	583.00
PA#16	Install and Remove Temporary Signals		Lump Sum		7,610.00
			Increase		$ 60,115.80

	Subtotal	$ 895,337.80
	10% Engr. & Cont.*	88,333.20
	Subtotal	$ 983,671.00
City of Albany Share for Lighting	Lump Sum	(2,500.00)
	Total	$ 981,171.00

*Reduced in accordance with paragraph 5 (Project Field Offices) of PPM 30-6.

Type Code X931
Willamette River Bridge (Br. No. 9806)(Sta. LE2 88+50.5 to Sta. 99+96.5)

Subtotal on previous estimate of April 15, 1970	$1,703,936.00

Additional Approved Items and Adjustment

Reinforcement Adjustment (Contractor's Favor)	17,835	lb.	0.1445	$ 2,577.16
PA#8 Deck Seal	5,509	sq.yd.	1.55	8,538.95
PA#9 Revise Pier 5		Lump Sum		7,150.00
		Increase		$ 18,266.11
		Subtotal		$1,722,202.11
		10% Engr. & Cont.		172,217.89
		Total		$1,894,420.00

Length of Roadway - - - -	0.647 Mile
Length of Structure - - -	0.217 Mile
Total	0.864 Mile

Cost of Roadway Per Mile- $1,516,493.04

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 981,171.00	$ 623,436.00	$ 357,735.00
Structures	1,894,420.00	1,203,714.00	690,706.00
Totals	$2,875,591.00	$1,827,150.00	$1,048,441.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix: 22-1034

Contract No. 7346

STATE COPY

Form Approved; Budget Bureau No. 04-R2089.1

C

MONTHLY TRANSACTION NO. 4-76	FOR R-2 (REV. 9-66) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Benton & Linn
PROJECT REPORT NO. 3	*(PPM 21-7)* 4-22-70	PROJECT NO. U-104(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamette River (Albany) Bridge Section on the Albany-Corvallis Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-25-70	0.864
OTHER *(Specify)*		

FUNDS Pro rata 63.54%

ESTIMATED TOTAL COST OF PROJECT $ 2,793,073	FEDERAL FUNDS $ 1,773,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer APR 22 1970

Federal-Aid
Oregon State Highway Division Project No. U-104(3)

WILLAMETTE RIVER (ALBANY) BRIDGE SECTION ON THE ALBANY-CORVALLIS HIGHWAY IN BENTON AND LINN COUNTIES

SALEM, OREGON, APRIL 15, 1970

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. L2 55+90 to Sta. LE2 101+51.04)

Furnishing Field Laboratory Building	1	only	$1,200.00	$ 1,200.00
Temporary Protection and Direction of Traffic	All	Required		12,000.00
Clearing and Grubbing	All	Required		200,000.00
Removal of Structures and Obstructions	All	Required		20,000.00
Ditch Excavation	120	cu.yd.	3.00	360.00
Embankment in Place	119,000	cu.yd.	1.50	178,500.00
Trench Excavation	750	cu.yd.	4.00	3,000.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Obliteration of Roadway	1,050	sq.yd.	0.10	105.00
Furnishing and Placing Topsoil	370	cu.yd.	4.00	1,480.00
Watering	1,860	M-gal.	4.00	7,440.00
Bituminous Base Mixture	16,700	ton	5.00	83,500.00
Asphalt in Bituminous Base Mixture	920	ton	40.00	36,800.00
Coarse Aggregate Base	6,400	ton	3.00	19,200.00
3/4" - 0 Aggregate Base	1,350	ton	4.00	5,400.00
Class "B" Asphalt Concrete Mixture	8,500	ton	6.00	51,000.00
Asphalt Cement in Mixture	555	ton	40.00	22,200.00
Asphalt in Tack Coat	4	ton	80.00	320.00
3/4" - 0 Aggregate in Prime Coat	40	cu.yd.	8.00	320.00
RC-250 Asphalt in Prime Coat	8	ton	80.00	640.00
Reinforced Concrete Bridge End Panels	280	sq.yd.	25.00	7,000.00
18-inch Paved Culvert End Slopes	1	only	200.00	200.00
24-inch Paved Culvert End Slopes	1	only	200.00	200.00
36-inch Paved Culvert End Slopes	1	only	300.00	300.00
18-inch Metal Flap Gates	1	only	120.00	120.00
24-inch Metal Flap Gates	1	only	150.00	150.00
36-inch Metal Flap Gates	1	only	300.00	300.00
8-inch Culvert Pipe	200	lin.ft.	4.00	800.00

18-inch Culvert Pipe	210 lin.ft.	8.00	1,680.00
24-inch Culvert Pipe	370 lin.ft.	10.00	3,700.00
36-inch Culvert Pipe	230 lin.ft.	17.00	3,910.00
8-inch Storm Sewer Pipe	200 lin.ft.	4.00	800.00
12-inch Storm Sewer Pipe	420 lin.ft.	6.00	2,520.00
8-inch Cast-Iron Sanitary Sewer Pipe	140 lin.ft.	15.00	2,100.00
Extra for Pipe Under Pavement	310 lin.ft.	4.00	1,240.00
Extra for Pipe Under Railroad	All Required		1,000.00
Concrete Manholes	4 only	400.00	1,600.00
Concrete Inlets, Type G-1	1 only	150.00	150.00
Concrete Inlets, Type CG-1	2 only	300.00	600.00
Concrete Inlets, Type GB-1	2 only	200.00	400.00
Guard Rail, Type 2A	2,800 lin.ft.	4.25	11,900.00
Median Barrier	110 lin.ft.	6.00	660.00
Guard Rail Anchors	5 only	200.00	1,000.00
Extra for Guard Rail Bridge Connections	4 only	240.00	960.00
6' Chain-Link Fence with Pickets	150 lin.ft.	6.00	900.00
Concrete Walks and Surfacing	590 sq.yd.	5.00	2,950.00
Concrete Driveways	120 sq.yd.	10.00	1,200.00
Concrete Curbs	60 cu.yd.	50.00	3,000.00
Concrete End Piece	1 only	200.00	200.00
Extra for Asphalt Approaches	5 only	40.00	200.00
Extra for Asphalt Walks	660 sq.yd.	1.00	660.00
Loose Riprap, Class 50	2,450 cu.yd.	7.00	17,150.00
Loose Riprap, Class 700	1,550 cu.yd.	7.00	10,850.00
Grouted Riprap	5 cu.yd.	50.00	250.00
Guide Posts, W-1	30 only	7.00	210.00
Guide Posts, Y-1	12 only	7.00	84.00
Adjusting Manholes	1 only	200.00	200.00
Vertical Alternate Flashing Beacon	1 only	1,000.00	1,000.00
Illumination			
Roadway Illumination Installation, Complete	All Required		15,000.00
Navigation Lighting Installation, Complete	All Required		9,000.00
Traffic Signal Installation, Complete	All Required		50,000.00
Arcade Development			
Class "A" Concrete in Structural Arcade	75 cu.yd.	120.00	9,000.00
Class "A" Concrete in Walls and Stairways	60 cu.yd.	100.00	6,000.00
Reinforcement in Structural Arcade	19,000 lb.	0.13	2,470.00
Reinforcement in Walls and Stairways	5,100 lb.	0.13	663.00

Refinish Existing Brick Wall	All Required		4,500.00
Brick Paving	46 sq.yd.	10.00	460.00
Brick Scoring	260 lin.ft.	2.00	520.00
			$ 826,222.00
Flagging (60% of Contractor's Cost)	All Required		$ 5,500.00
Railroad Protective Costs	All Required		3,500.00
			$ 9,000.00
	Subtotal		$ 835,222.00
	10% Engr. & Cont.*		83,522.00
	Total		$ 918,744.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

Type Code X931
Willamette River Bridge (Br. No. 9806) (Sta. LE2 88+50.5 to Sta. 99+96.5)

Shoring, Cribbing, Etc.	All Required		$ 200,000.00
Structure Excavation	4,580 cu.yd.	5.00	22,900.00
Structure Excavation Below Elevation Shown	400 cu.yd.	7.00	2,800.00
Special Footing Backfill	2,460 cu.yd.	10.00	24,600.00
Furnish 10 BP 42 Steel Piling	24,200 lin.ft.	3.30	79,860.00
Drive Steel Piles	365 only	140.00	51,100.00
Splice Steel Piles	90 only	20.00	1,800.00
Class "A" Concrete (3,855 cu.yd. @ $95.00)	All Required		260,000.00
Class "AA" Concrete (757 cu.yd. @ $100.00)	All Required		49,000.00
Seal Concrete	1,000 cu.yd.	28.00	28,000.00
Prestressing Steel (37,300 lb. @ $0.60)	All Required		22,000.00
Reinforcement (830,700 lb. @ $0.15)	All Required		120,000.00
Structural Steel (1,791,600 lb. @ $0.42)	All Required		714,000.00
Two Tube Metal Railing	2,294 lin.ft.	10.00	22,940.00
Pedestrian Handrail	1,146 lin.ft.	16.00	18,336.00
1-inch Electrical Conduit	270 lin.ft.	1.00	270.00
1 1/2-inch Electrical Conduit	440 lin.ft.	2.00	880.00
2-inch Electrical Conduit	800 lin.ft.	2.00	1,600.00
6-inch Standard Steel Pipe	80 lin.ft.	20.00	1,600.00
8-inch Standard Steel Pipe	50 lin.ft.	20.00	1,000.00
8-inch Culvert Pipe	160 lin.ft.	10.00	1,600.00

Reconstruct End of Existing Willamette River Bridge (Br. No. 1025D)
(Sta. L2 87+91.92 to Sta. 89+23.30)

Removal of Bridge	All Required		$ 5,000.00

Shoring, Cribbing, Etc.	All Required		1,000.00
Structure Excavation	300 cu.yd.	3.00	900.00
Structure Excavation Below Elevation Shown	30 cu.yd.	4.00	120.00
Furnish 10 BP 42 Steel Piling	1,860 lin.ft.	3.50	6,510.00
Drive Steel Piles	24 only	100.00	2,400.00
Splice Steel Piles	5 only	20.00	100.00
Class "A" Concrete (310 cu.yd. @ $100.00)	All Required		34,000.00
65'/70' Prestressed Beams	10 only	1,300.00	13,000.00
Reinforcement (65,400 lb. @ $0.15)	All Required		14,000.00
Metal Parapet Rail, Single Pipe	275 lin.ft.	8.00	2,200.00
1-inch Electrical Conduit	50 lin.ft.	2.00	100.00
1 1/2-inch Electrical Conduit	160 lin.ft.	2.00	320.00
	Subtotal		$1,703,936.00
	10% Engr. & Cont.		170,393.00
	Total		$1,874,329.00

Length of Roadway - - - - -	0.647 Mile
Length of Structure - - - -	0.217 Mile
Total	0.864 Mile

Cost of Roadway Per Mile- - $1,420,160.74

Retained in Program Status

Permanent Signing	All Required	$ 5,500.00
Seeding and Mulching	All Required	600.00
Work by Oregon Electric Railroad	All Required	1,500.00
	Subtotal	$ 7,600.00
	10% Engr. & Cont.	760.00
	Total	$ 8,360.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 918,744.00	$ 583,000.00	$335,744.00
Structures	1,874,329.00	1,190,000.00	684,329.00
Subtotal	$2,793,073.00	$1,773,000.00	$1,020,073.00
Retained in Program	8,360.00	5,300.00	3,060.00
Total	$2,801,433.00	$1,778,300.00	$1,023,133.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%

Prefix: 22-1034

Contract No. 7346

WILLAMETTE RIVER (ALBANY) BRIDGE SECTION

PROJECT NO. U-104(3)

Railroad Protective Service Oregon Electric Railroad

One Section Foreman, at $638.47 per month, for four months with headquarters in Albany.

Salary $638.47 x 4	=	$2,553.88
Payroll Additives (39%)	=	996.01
		$3,549.89
State Will Pay		$3,500.00

WILLAMETTE RIVER (ALBANY) BRIDGE SECTION

OREGON PROJECT NO. U-104(3)

NONPARTICIPATING - STATE WORK

Work by Pacific N.W. Bell	All Required	$39,700.00
Work by N.W. Natural Gas Co.	All Required	3,000.00
Work by Pacific Power & Light	All Required	3,500.00
		$46,200.00

RECEIVED
APR 6 - 1972
FOR FILING

STATE COPY

7346

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 22, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. U-104(3)

4-6-72
Young

FROM George H. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request; Contract Work Completed

Contract 7346 Work Completed March 17, 1972

Project Willamette River (Albany)Bridge Section

Highway Albany-Corvallis

Counties Linn and Benton

We request that your office return a signed copy of this letter indicating acceptance or list conditions that would prevent your final acceptance of the contract work.

Acceptance Date ______________________

Conditions not acceptable: Final inspection made 3-10-72. Contract work found acceptable. Remaining work to be done by State Forces.

for J. K. Hissner
R. E. Simpson
Division Engineer

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7346

(REV. 12-64)

GON STATE HIGHWAY DEPARTMENT

F.. ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: WILLAMETTE RIVER (ALBANY) BRIDGE	WEEK ENDING: March 17, 1972	
	SECTION PREFIX: 22-1034	
HIGHWAY: ALBANY - CORVALLIS	COUNTY: LINN & BENTON	
NAME OF JOB: WILLAMETTE RIVER (ALBANY) BRIDGE	KIND OF WORK: GRADING, PAVING, STRUCTURES & ILLUMINATION	
CONTRACTOR: WILLAMETTE - WESTERN CORP.	CONTRACT NUMBER: 7346	FEDERAL AID PROJECT NUMBER: U-104(3)
DATE OF CONTRACT: APRIL 13, 1970	DATE WORK STARTED: MAY 12, 1970	~~ESTIMATED~~ COMPLETION DATE: March 17, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 540	CALENDAR DAYS USED: 669
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 124
PROJECT AUTHORIZATION: $2,915,390.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $2,708,073.61	ENGINEERING AUTHORIZATION: $207,316.64	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,708,073.61	ENGINEERING COST TO DATE: $188,00	DATE PROJECT WAS COMPLETED: March 17, 1972
ESTIMATED PERCENT: OVERRUN UNDERRUN ____%	PERCENT OF AUTHORIZATION: 91 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.65	0.65			0.65
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.65	0.65			0.65
TOTAL ESTIMATED QUANTITIES (CONTRACT)	119,000 CY	7,750 TON			25,200 TON
TOTAL QUANTITIES CORRECTED TO DATE	109,290 CY	11,067 TON			26,300 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	109,290 CY	11,067 TON			26,300 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK: 1 - Backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9806	1025D					
PERCENT	100	100					

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	March 12	Cloudy			
MONDAY	13	"			
TUESDAY	14	Ptly Cloudy			
WEDNESDAY	15	Fair			
THURSDAY	16	"			
FRIDAY	17	"			
SATURDAY	11	Showers			

Routing
Kessey
Bond JB
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
MAR 20 1972
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

March SUNDAY 12	No activity.
MONDAY 13	No activity.
TUESDAY 14	No activity.
WEDNESDAY 15	No activity.
THURSDAY 16	Removed curb and gutter on Water St.
FRIDAY 17	Formed and poured curb and gutter on Water St.
SATURDAY 11	No activity.

REMARKS

Job complete, final report.

SIGNED D. E. Beecroft LOCATION Salem

RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7346

Form E-208—5M

RECEIVED

STATE COPY

3-13-72

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G. K. H

TO BE PERFORMED ON FORCE ACCOUNT BASIS

4-5-72

Project Name Willamette River (Albany) Bridge

Date March 15, 19 72

Highway Albany - Corvallis

Contract No. 7346

County Linn & Benton

Prefix 22-1034

Contractor Willamette-Western Corporation

F. A. Project No. U-104(3)

Address Foot of N. Portsmouth Ave., Portland 97203

Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and replace 35-feet of type A curb and sidewalk to improve drainage.

to C & E 4-10-72

Location by station numbers:

On Water street

Estimate of quantities and cost:

NOTED
A. E. JOHNSON

Labor	$400.00
Equip. rental	80.00
Material	120.00
	$600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract work performed in this area as approved by the City of Albany resulted in water being trapped in the gutter on Water street. City officials ask that it be corrected.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 2,915,390.25
Present estimate of project cost, including $ 600.00 for work under this order	$ 2,915,390.25
Expected under-run over-run amount	$
Expected under-run over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: D. E. Beecroft Resident Engineer

Approval Recommended: J B Boyd Division Engineer

Approval Recommended: Alfred A. Ra ~~Construction Engineer or~~ Bridge Engineer

Approved Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

STATE COPY

FOR FILING

7346

cc: OSHD (A E Johnson)
Engine.
Wash DC

3-10-72

U.S. DE RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 20	COUNTY Linn & Benton	DIVISION Oregon
DATE OF INSPECTION 3/10/72	INSPECTION MADE BY J. R. Schultz, Area Engineer		PROJECT NO. U-104(3)
IN COMPANY WITH *See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 124 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(*Not applicable for all contacts.)

WILLAMETTE RIVER (ALBANY) BRIDGE
ALBANY-CORVALLIS HIGHWAY
Grading, Paving, Structures, and Illumination

4-13-72
Johnson-Young
Cy. Const
Bridge
4-14-72

*G. W. Wimer, Reg Const Engr, OSHD
A. A. Rear, Field Engr, Bridge Sec, OSHD
H. C. Johnson, Dist Engr, OSHD
Phil Stearns, Asst Dist Engr, OSHD
D. D. Beecroft, Res Engr, OSHD
Bill Wilson, Superintendent, Willamette-Western Corp.
Dick Pusich, Director of Public Works, City of Albany

The contract work was found to be completed in reasonably close conformity with the contract plans, specifications, and approved changes except as noted below. Dimensional checks made on the roadway widths compared reasonably close to the plan typical sections.

During this inspection it was found that there was a minor drainage problem on the curb and gutter section on Water Street below Span No. 8. This is a short section of 6-inch curb which was matched into an existing 5-inch curb. The resulting gradeline does not provide for drainage. The City requested that it be corrected. The estimated cost of reconstructing the curb and gutter is $600.00. Approval is recommended on a participating basis.

The final cost of the contract work will not vary significantly from the original authorization. The contract time was overrun by 129 days, however, an extension of 133 days has been approved, therefore no liquidated damages will be assessed.

Final acceptance of the project is withheld pending completion of signing, striping, and minor paving by State forces.

COPY SENT
APR 12 1972
REGIONAL OFFICE

RECEIVED
APR [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
MAR 10 1972
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO: Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 6, 1972

In reply refer to: 10-35-DB

7346 G.K. Hossner

FROM: Mr. R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-104(3)
Willamette River (Albany) Bridge Section, Albany-Corvallis Hwy.
State Force Order No. 12
Total Estimated Amount of the Order $360.00
Federal Participation - $216.00

Reference is made to Mr. Asburry's letter of February 16, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special equipment and trained personnel to perform the work most economically.

Signing to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for signing. The estimated total costs of the work to be done under this order is $360.00 with Federal participation of $216.00.

Enclosure
State Force Order No. 12

3-10-72
REFERRED TO
Young

RECEIVED
MAR 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 17 1972
FOR FILING

U-104(3)
7346

February 16, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project
No. U-104(3)

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 12, Contract No. 7346, covering furnishing and installing by State Forces a Type "A" sign in the northeast quadrant at First and Lyons Streets on the Willamette River (Albany) Bridge Section of the Albany - Corvallis Highway in Linn and Benton Counties.

This sign will be mounted on the single sign support at this location and will conform to the standards for Type "A" signs, the same as the other permanent signing on the project.

The contractor is neither properly equipped nor staffed to perform the work contemplated under the order. The state has the necessary specialized equipment and trained personnel to perform the work most economically. This work conforms to the requirements of PPM 21-6.2 as required for Federal participation.

The estimated cost of this work is $360.00 with Federal participation in the amount of $216.00.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, January 12, 1972.

Your approval as of January 12, 1972 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. M. Young
Programming Engineer

[illegible]:alc

734-6

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: February 6, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabbe

SUBJECT: Oregon Project U-104(3)
Willamette River Bridge Section (Albany) 7-5

Upon reviewing the information furnished in Mr. Young's January 27 letter it has been determined that it would be in the public interest to waive the requirements of Paragraph 10e of PPM 21-6.3 and allow this project to proceed under the provisions of Paragraph 10f of PPM 21-6.3 and 7C(4) of PPM 21-12 with some sections of the right of way unavailable to the contractor until some time after the contract award date.

The specifications must, of course, comply with the requirements of Paragraph 6c of PPM 21-6.3. The plans must clearly delineate the areas involved.

typo - this should be 6e and is include in specs, subsection 108.12

2-10-70

REFERRED TO
Young
BY ASST. STATE [illegible] ENGR.

RECEIVED
FEB [illegible]
DIVISION

Scott
R. Olson
Carstensen
3

RECEIVED
FEB 10 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1970
PROGRAM & PLANNING
DIVISION

NOTED
R. W. ELLISON

CC Barbie

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 22 1972
FOR FILING

7346

#8

February 28, 1972

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Gentlemen:

The State Highway Commission on February 22, 1972, considered your request for an extension of 93 calendar days on Contract No. 7346 for work on the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Linn and Benton Counties.

An extension of 113 days without assessment of liquidated damages was approved by the Commission.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

cc Willamette-Western Corporation
Field Office
P. O. Box 985
Albany, Oregon 97321

bc F. D. Morgan
Walt Hart
V. E. Skoog
J. B. Boyd
Don Bancroft
Federal Highway Administration

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7346 Contractor Willamette-Western Corporation

Highway Albany-Corvallis

Section Willamette River (Albany) Bridge

Kind of Work Grading, paving, structures and illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

~~The reasons cited by the contractor are valid~~

Grant 133 days for delay due to revisions in the signal and illumination installation.

Recommended for Approval:

Reg. ~~Division~~ Engineer
Const.

Construction Engineer or
Bridge Engineer

State Highway Engineer

Contract No.	7346
Project designation (State-Federal)	U-104 (3) 22-1034
Date awarded	April 13, 1970
Work started	May 12, 1970
Per cent completed (Date)	99% Feb. 4, 1972 ~~[illegible]~~
No. of Workdays Allowed	540
No. of Workdays Used	631 (2-4-72) ~~[illegible]~~
No. of Added Workdays Requested	~~[illegible]~~ 133

[illegible]

E-330 (Rev.)—5M—9-64

RECEIVED
DEC 7 1971
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 29, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 540 days to 633 days, within which to complete our Contract No. 7346, without the assessment of liquidated damages. The said contract is described as follows:

Grading, Paving, Structures & Illumination, Willamette River (Albany) Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Plan changes have resulted in a delivery date of sign & signal poles 2 months beyond the original contract completion date. An additional month will be required for installation.
2. Performance of extra work in accordance with subsection 104.04, has extended the completion date (excluding (1) above) 30 days. Refer to change orders on
   - a. Old Bridge Pier 5 modification
   - b. Deck Sealing
   - c. Concrete mediam work
   - d. Electrical & signing changes

Respectfully submitted,

Willamette Western Corporation
Contractor

By

CONSENT OF SURETY

Date October 29, 1971

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact

(SEAL)

James F. Darby
Resident Agent
Miller & Ames-Forsgren

RECEIVED
FEB 16 1972

FOR FILING

u-104(3)

7346

February 15, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 8
February 22, 1972 Meeting

Willamette-Western Corporation, contractor for the construction of the Willamette River (Albany) Bridge on the Albany-Corvallis Highway in Benton and Linn Counties, Contract 7346, has requested an additional 93 calendar days in which to complete the contract without assessment of liquidated damages. The contractor cites delays due to plan changes and several extra work items as the reasons for failure to complete the work on time.

The contract was awarded April 13, 1970 and allotted 540 calendar days to complete the work, which forecast a completion date of October 30, 1971. The contract work is now approximately 99 percent complete and the estimated completion date is March 11, 1972. The estimated overrun in contract time is 133 days.

The primary cause of project delay was late delivery of signal and illumination poles brought about by a change made in the traffic and signal installation. The contractor was prevented from placing the final order for the poles until some 13 months after the award of the contract. This delay, together with delays associated with several extra work items, were clearly beyond the contractor's control. The contractor requested a 93-day extension of time before it was apparent that because of late delivery of the poles the contract work could not be completed until March 11, 1972.

I recommend that the contractor be granted a 133-day extension of time without assessment of liquidated damages. This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the February 22 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc Floyd Query (enc.)
George M. Baldwin
F. B. Klaboe (enc.)
A. E. Johnson "
F. D. Morgan
Walt Hart
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
J. B. Boyd

RJW:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

Memorandum

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 9, 1972

In reply refer to: 10-35-DB

G.K. Hossner

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-104(3)
Willamette River (Albany) Bridge
Extension of Time

We have reviewed and are in agreement with the analysis presented in Mr. Johnson's February 2 letter. I concur in your proposed recommendation for a 133-day extension of contract time. It is understood that this will allow the contractor through March 11, 1972, for completion of the work without assessment of liquidated damages.

2-14-72
REFERRED TO
Johnson cc Young
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

FOR FILING

U-104(3)

7346

February 2, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

480

Dear Sir:

Request for Extension of Time
Willamette River (Albany) Bridge
Contract No. 7346
FAP No. U-104(3)
Your File 10-35-DB

Your letter of January 17 has been received wherein you decline concurrence in relieving the contractor of liquidated damages for the complete project until a reasonable completion time is determined for the permanent traffic signal installation.

To recapitulate the pertinent facts about the project, this contract was awarded April 13, 1970 and allotted 540 calendar days to complete the work, which forecast a completion date of October 30, 1971. The contract work is now approximately 99 percent complete as of January 28, 1972 and the estimated completion date is now March 11, 1972. This completion date is based on a presently scheduled pole delivery of February 7, 1972 and will overrun the contract time by 133 days. I propose to recommend to the Highway Commission that the contractor be granted an 133-day extension of time without assessment of liquidated damages.

The primary cause of project delay was late delivery of signal and illumination poles, brought about by a change made in the traffic and signal installation. Three extra work items also delayed the project, as I mentioned in my previous letter. The following is an analysis of each item:

LATE DELIVERY OF SIGNAL AND ILLUMINATION POLES

Revisions to the signal and illumination plans were made in August, 1970 and in February, 1971. These revisions changed the installation from span wire mounted signals to mast arms and ultimately to joint use signal-luminaire-sign poles. Further time was spent in negotiating a price agreement for these revisions, culminating in Price Agreement No. 7, which was dated January 11, 1971. This prevented the contractor from placing the final order for the poles until some 13 months after the award of the contract.

The latest word from the supplier is that delivery of the poles will be made by February 7, 1972, which means it will have taken nine months to obtain delivery after the order was placed. It follows, then, that if the changes had not been made, the poles would have been delivered and installed before the October 30 completion date. The full 133-day extension of time can, therefore, be justified by the fact that the State required changes which caused this delay in the completion of the project.

Contractor Delayed 133 Days

EXTRA WORK ITEMS

1. Price Agreement No. 8 required a deck seal on the Lyons Street Bridge, which required eight days to accomplish (from June 23 to June 30, 1971). An examination of the project pay records indicates that 41 percent of the work accomplished during this time period was work done in connection with this price agreement. Forty-one percent of eight days is a delay to the project of three days.

   Contractor Delayed 3 Days

2. Price Agreement No. 9 required modification to Pier 5 of the Ellsworth Street Bridge, which delayed beam erection and resulted in a rescheduling of the contractor's work items. Work on this price agreement took place from August 10 to September 7, 1971, for a total of 29 days. Examination of the project pay records indicates that 12 percent of the work accomplished during this time period was work done in

connection with this price agreement. Twelve percent of 29 days is four days.

Contractor Delayed 4 Days

3. Price Agreement No. 5 was for installation of the GM median barrier rails which took place from September 29 to November 18, 1971, a total of 51 days. To avoid patching the pavement, the State required that the GM rail be installed before the final lift of AC pavement. The paving operation was therefore extended beyond the normal paving season, and could only be done by choosing days suitable for such an operation. The paving was not completed until January 6, 1972 but if the work under this price agreement had not been required, the paving could easily have been completed by the October 30 completion date. The project was, therefore, delayed for 67 days from October 30, 1971 to January 6, 1972.

Contractor Delayed 67 Days

Total delay to project due to extra work items -- 74 days.

An additional consideration is the fact that by November 23, 1971, the contract work was completed to a stage which permitted full use of the roadway by traffic. Although the completion time is a contract requirement, justification for waiving this requirement can be found in the fact that the State and the traveling public were not damaged after November 23, 1971. In the case of the West Linn-Tualatin River Section, I-205-7(11)294, your File No. 08-35-DA, restoration of liquidated damages was granted by the Federal Highway Administration by letter dated December 28, 1971, where it was affirmed in court that the State did not suffer damage.

In view of the above, with your concurrence I propose to recommend to the Highway Commission that the contractor be granted an 133-day extension of time, which waives all liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
J. B. Boyd (enc.)

RJW:ag ja

connection with this price agreement. Twelve percent of 29 days is four days.

Contractor Delayed 4 Days

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Contractor Delayed 67 Days

Total delay to project due to extra work items -- 74 days.

An additional consideration is the fact that by November 23, 1971, the contract work was completed to a stage which permitted full use of the roadway by traffic. Although the completion time is a contract requirement, justification for waiving this requirement can be found in the fact that the State and the traveling public were not damaged after November 23, 1971. In the case of the West Linn-Tualatin River Section, I-205-7(11)294, your File No. 08-35-DA, restoration of liquidated damages was granted by the Federal Highway Administration by letter dated December 28, 1971, where it was affirmed in court that the State did not suffer damage.

In view of the above, with your concurrence I propose to recommend to the Highway Commission that the contractor be granted an 133-day extension of time, which waives all liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
J. B. Boyd (enc.)

RJW:ag ja

Wright RD

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 17, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

1-20-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project U-104(3)
Willamette River (Albany) Bridge

Reference is made to Mr. Johnson's December 21, 1971 letter in which he recommends waiver of all liquidated damages for late completion of the subject project.

It is agreed that changes and extra work during the course of the project would justify some extension of contract time. However a full waiver of liquidated damages at this time would give the contractor an open ended contract and would preclude a final evaluation of the reasonableness of the delay in installing the permanent traffic signals. We therefore do not feel that such a waiver is appropriate.

In order to reduce liquidated damages to a minimum at this time it is suggested that contract time be extended by the amount justified by changes and extra work other than Price Agreement No. 7. If you choose to recommend separate time extensions we would need some further explanation of the derivation of the 30 days indicated for Price Agreement Nos. 5, 8, and 9.

In any case we cannot concur in relieving the contractor of liquidated damages for the complete project until we have your determination of a reasonable completion time for the permanent traffic signal installation.

RECEIVED
JAN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JAN 24 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

c

RECEIVED
[illegible] 2 - 1972
FOR FILING

U-104(3)

7346

February 2, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project
No. U-104(3)

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 12, Contract No. 7346, covering furnishing and installing a Type "A" sign in the northeast quadrant at First and Lyons Streets on the Willamette River (Albany) Bridge Section of the Albany - Corvallis Highway in Linn and Benton Counties.

This sign will be mounted on the single sign support at this location and will conform to the standards for Type "A" signs, the same as the other permanent signing on the project.

The estimated cost of this work is $360.00 with Federal participation in the amount of $324.00.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, January 12, 1972.

Your approval as of January 12, 1972 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programming Engineer

BMW:alc

JAN 20 1972

Form FHWA-121 (12-

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

U-104(3)

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

7346

DATE: January 17, 1971

In reply refer to: 10-35-DB

1-20-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project U-104(3)
Willamette River (Albany) Bridge

Reference is made to Mr. Johnson's December 21, 1971 letter in which he recommends waiver of all liquidated damages for late completion of the subject project.

It is agreed that changes and extra work during the course of the project would justify some extension of contract time. However a full waiver of liquidated damages at this time would give the contractor an open ended contract and would preclude a final evaluation of the reasonableness of the delay in installing the permanent traffic signals. We therefore do not feel that such a waiver is appropriate.

In order to reduce liquidated damages to a minimum at this time it is suggested that contract time be extended by the amount justified by changes and extra work other than Price Agreement No. 7. If you choose to recommend separate time extensions we would need some further explanation of the derivation of the 30 days indicated for Price Agreement Nos. 5, 8, and 9.

In any case we cannot concur in relieving the contractor of liquidated damages for the complete project until we have your determination of a reasonable completion time for the permanent traffic signal installation.

RECEIVED
JAN [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 1

FOR FILING

11-164(3)
7346

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 1026
23 Dec 1971

Oregon State Highway Division
Attn: Mr. Ivan D. Merchant,
Bridge Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

During the past week several bridge construction sites in the State of Oregon were visited by Coast Guard personnel to insure compliance with the terms of current permits. The following conditions were noted:

1. Chetco River Bridge at Brookings, Oregon

#7510

a. Construction of falsework has been accomplished without a permit being issued. Special Condition No. 2 of the bridge permit requires prior approval of falsework, pilings, or other obstructions. Our letter of 24 July 1970 requested progress reports. We have received only your letter of 30 March 1971 stating construction had started.

b. It was noted on 14 December 1971 that there were large mounds of heavy rock around the bridge piers, extending well above river level even with the river in flood stage. That condition is a deviation of your permit.

2. Siletz River Bridge at Kernville, Oregon

#7577

a. The permit for the bridge was approved by the Commandant on 19 March 1971, and forwarded to you by letter dated 26 March 1971. The forwarding letter requested progress reports be submitted. Only your report dated 24 August 1971 that construction had started on 12 July has been received.

b. A falsework permit was issued to Willamette-Western Corporation on 28 June 1971, with copy to you. Paragraph 1 of the conditions of this permit specified, "This permit does not grant approval of any dredging or excavation other than within the confines of the several cofferdams." Notwithstanding, a very large "channel" was dredged on both south shore and north shore, removing soft material. No cofferdams were in evidence around these areas. This must have been with the knowledge of the Oregon State Highway Division as their current drawings call for its removal. A copy of the falsework permit is enclosed for your convenience.

RECEIVED
DEC 28 1971
BRIDGE DIVISION

23 December 1971

Subject: Compliance with terms of permits - bridges

c. The drawings submitted by your office and incorporated in the bridge approval of location and plans did not indicate the above-described north and south shore excavations. As a consequence, none of the reviewing agencies had opportunity for comment on this aspect of the work.

3. Willamette River Bridge at Albany, Oregon

A new highway bridge has recently been completed at Albany, Oregon. Permit was issued on 31 October 1969. A falsework permit was issued to your contractor, Willamette-Western Corporation on 21 May 1970. Required progress reports have not been received although the bridge is now open to traffic and no construction equipment is at the site.

#7346

The above three bridge construction projects currently under construction are cited to illustrate the insufficiency of information between the work site and this office. In the future it is our intention that all falsework will be the responsibility of the bridge owner, and that periodic progress reports will be furnished, i.e., probably every month. It will also become the responsibility of the bridge owner to assure that all conditions of the falsework permit and bridge permit are adhered to, including any conditions imposed by the U. S. Department of Interior.

It is requested that a progress report be submitted for each of the above bridges. The detail should be sufficient to show all obstructions in the water, position of in-place cofferdams, extent of falsework, and bridge and approach work. A red pencil marking on falsework drawing, circling in-place work, should be adequate.

The Local Notice to Mariners is the instrument used by the Coast Guard to inform the mariner of work in navigable waters of the United States. It is through progress reports submitted during construction that the necessary information can be obtained for inclusion in Notice to Mariners, and other uses. Further, other agencies are continually inquiring about the status of construction. Your cooperation in furnishing information on these three bridges will be appreciated.

Sincerely,

F A Goettel

F. A. GOETTEL.
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Enc.(1) as noted above.

RECEIVED
DEC 28 1971
BRIDGE DIVISION

RECEIVED
DEC 21 1971
FOR FILING

LL-10-4(3)
7346

Salem, Oregon
December 21, 1971

Maintenance of Traffic
Willamette River
(Albany) Bridge
Contract No. 7346

J. B. Boyd
Regional Engineer

EAST SALEM BUILDING

I am in accord with your interpretation of the contractor's responsibility on the subject project after opening the structure to traffic. Section 105.17 of the Standard Specifications, Opening Sections to Traffic, does relieve the contractor of maintaining a completed section for "legal, public traffic" if it is opened to traffic.

Section 107.25, Contractor's Responsibility for Work, states "...Until final acceptance of the work under the contract, the contractor shall have the charge and care thereof and shall take every precaution against loss, injury or damage to any part thereof by the elements, by traffic or from any other cause, including but not limited to fire, theft, pilferage, vandalism or third part negligence whether it arises from the execution or from the non-execution of the work or otherwise. The contractor shall rebuild, repair, restore, and make good all losses, injuries and damages to any portion of work occasioned by any of the above causes before final acceptance and shall bear the expense thereof except loss, injury or damage to the work due to the acts of God, as defined in subsection 101.02, acts of the public enemy or acts of Governmental Authorities."

Pilferage of portions of the work is not the result of "legal, public traffic" but is "theft, pilferage, vandalism" prior to final acceptance as covered by Section 107.25 and is, therefore, the contractor's responsibility.

A. E. Johnson
Assistant State Highway Engineer

cc Ivan Merchant
C. G. Swenson

BWE:ag ja

FORM B-30 (12-67)

OK

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 9, 1971

Salem, Oregon

To: A. E. Johnson
Assistant State Highway Engineer

BUILDING

SUBJECT: Responsibility for Pilferage of Manhole Cover at Pier 5 Willamette River (Albany) Bridge Project

The correspondence, plans and specifications relative to the above subject have been reviewed and the following is a report and my interpretation relative to this responsibility.

The following are the circumstances relative to this matter:

1. The standard specifications (subsection 104.05) requires that "unless otherwise provided, the road undergoing improvement shall be kept open to all traffic".

2. The plans (Drawing Nos. 26048 and 26049) show how traffic is to be carried through the project by stages with the old bridge carrying traffic until the new bridge is completed at which time traffic is routed over the new bridge during the reconstruction of the old bridge.

3. The manhole cover was pilfered on September 3, 1971.

4. The project has not been accepted as of this date.

The contractor has cited subsection "105.17 Opening Sections to Traffic" as relieving him of the responsibility for the loss of this manhole cover. This cited specification covers the opening of a portion of a project to public traffic, if so ordered by the engineer, prior to completion of a project and the intent of this specification is to give the engineer authority to order the contractor to open a portion of a new route to traffic if such opening is in the public interest. It appears that the contractor is reaching out quite a ways for relief by citing this specification, as the opening of the new bridge was a planned stage construction and necessary so the reconstruction of the old bridge, as required by the contract, could be accomplished and was not ordered by the engineer as being in the public interest, in the context as set forth in this subsection.

12-15-71
Cy - Kurt Hart
See second page.
Make reply
accordingly.
ESH

Even conceding that this specification would cover this situation, the contractor would be relieved only of the responsibility of maintaining the bridge for legal public traffic and does not constitute a waiver of any of the provisions of the contract. One of these provisions is subsection "107.25 Contractor's Responsibility for Work" wherein it is provided that the contractor is responsible for damages resulting from theft, pilferage and vandalism until final acceptance of the work under the contract.

In view of the above it is my opinion that responsibility for the damages due to the loss of this manhole cover is the contractor's. It should be kept in mind that someone has to assume this type of risk and in this case it is felt that we have clearly obligated the contractor with this risk.

With respect to subsection "105.17 Opening Sections to Traffic" which was cited by the contractor, it is my opinion that a far better way of handling the matter of opening certain portions of a project early would be to make a predetermination of any such cases and handle it by specifying such early completions on a project by project basis. If handled in this manner we could delete this subsection in our standard specifications and preclude the possibility of future conflicts between this specification and subsection 107.25.

Attached is your file on this matter.

Frank L. Hall
Design Engineer
By:

C. G. Swenson

C. G. Swenson
Specifications Engineer

CGS:jh
Attachment

RECEIVED
DEC 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

22-1034

FORM E-33 (REV 10-66)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1971

SUBJECT: Maintenance of Traffic
Willamette River (Albany Bridge)

To: A. E. Johnson
ASSISTANT STATE HIGHWAY ENGINEER

We are in receipt of a carbon copy of your letter dated November 17 to Mr. A. B. Wilkinson, Willamette-Western Corp. The problem in this particular contract was the stealing of a manhole cover by person or persons unknown. The contractor believed that since we had accepted this for traffic, that he should not be responsible for the loss of the manhole cover.

Section 105.17, opening structure to traffic, I believe, relieves the contractor of maintaining it for legal, public traffic after such acceptance, but does not relieve him for extraordinary maintenance, such as theft, vandalism, or other acts above those of normal wear and tear by legal, public traffic. I trust that this is your interpretation also. The last paragraph of your letter might be construed to relieve the contractor of these responsibilities prior to the final acceptance of the project.

JB Boyd
J. B. Boyd
REGIONAL ENGINEER

cc Ivan Merchant

RECEIVED
NOV 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*32677-736

RECEIVED
DEC 22 1971
FOR FILING

U-104(3)
7346

December 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Willamette River (Albany) Bridge
Contract No. 7346
FAP No. U-104(3)

This contract was awarded April 13, 1970 and allotted 540 calendar days to complete the work, which forecast a completion date of October 30, 1971. Contract work is approximately 98 percent complete as of December 10 with an estimated completion date of January 15, 1972. Work remaining, as of December 10, consists of a small amount of paving and completion of the signal and illumination installation.

The contractor is currently requesting a 93-day extension of time without assessment of liquidated damages. This request, if granted, would advance the completion date to January 31, 1972. The contractor contends that extra work involved in plan changes for the old bridge Pier 5, deck sealing, concrete median work and electrical and signing changes, prevented him from completing the work in the time allotted.

The request merits action at this time to preclude unjustly withholding liquidated damages on the contractor's estimate.

The contract work was completed to a stage which permitted full use of the roadway by traffic on November 23, 24 days after the specified completion date. Work remaining at that time consisted of stage paving, related items, cleanup and some signal and illumination work. Time involved in performing work under Price Agreement 5, barrier rails; Price Agreement 8, deck sealing; and Price Agreement 9, revisions to Pier 5, prevented the contractor from opening the roadway to traffic by the specified completion date. Work on these items was under way August 10 through September 7 (29 days), June 23 through June 30 (8 days) and September 29 through November 18 (51 days) for a total of 88 days. Other work on the contract was carried on concurrent with the extra work. The 30 days requested by the contractor is a fair appraisal of the delay to the overall job occasioned by the extra work.

The extensive plan changes to signal and illumination installation and permanent signing (ordered by Price Agreement 7, dated June 11, 1971) prevented the contractor from placing the final order for the signal and illumination poles until nearly 13 months after the award of the contract. The latest information we have is that the poles will be delivered on or about December 27. The contractor will need about 30 days to complete the permanent signal and illumination installation after the poles are delivered. Temporary facilities are now serving traffic adequately.

Delays to completion of the contract work were due entirely to conditions beyond the contractor's control. Due to the fact that completion of the work is dependent on the delivery of the poles, and the indefinite date of this delivery, I propose to recommend to the Highway Commission that all liquidated damages on the contract be waived; this recommendation to apply regardless of the actual completion date of the work.

May I have your concurrence in this recommendation.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
Ivan Merchant
J. B. Boyd

CAG:dh ja

RECEIVED
NOV 19 1971

U-104(3)
7346

November 17, 1971

Mr. A. B. Wilkinson
Structures Manager
Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97203

Dear Mr. Wilkinson:

Re: Willamette River (Albany) Bridge
Contract No. 7346
Maintenance of Traffic

Your letter of October 6, 1971 to Mr. Don Beecroft reiterates the contention that maintenance of the new Willamette River (Albany) Bridge is not the responsibility of the contractor after traffic is routed over the structure, even though the contract has not been completed.

Revision of the old structure was indicated as a part of the work under this contract and requires that all traffic be routed over the new structure to allow the revision. Article 104.05 of the specifications states that "...Unless otherwise provided, the road while undergoing improvements shall be kept open to all traffic by the contractor.....The contractor shall bear all expense of maintaining traffic over the section of road undergoing improvement..."

In this case, as evidenced by the Resident Engineer's Weekly Reports, the new structure was not completed until October 23, 1971, at which time the "improvements" were completed and the expense of maintaining traffic on the structure proper became the responsibility of the State Highway Division. Prior to that date, such maintenance expense was the contractor's responsibility in accord with the terms of the contract.

Very truly yours,

R. L. Porter
State Highway Engineer

NOTED
A. E. JOHNSON

By ja.

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
Ivan Merchant
J. B. Boyd
D. Beecroft
Keats Oliver

RWE:ag/AEJ:ja

Helping Build the West

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 · 285 · 9111 · Cable Address: WILDWEST

October 6, 1971

REGION 2 ENGINEER
RECEIVED
OCT 18 1971
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ HOE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

Oregon State Highway Commission
1646 East Pacific Blvd.
Albany, Oregon 97321

Attention: Mr. Don Beecroft
Resident Engineer

Dear Sir:

We are in receipt of your letter of October 1, 1971 which you sent in, response to our letter of September 21, 1971.

It is our contention that Section 105.17 (Opening Sections To Traffic) of the Standard Specifications relieves us, the Contractor, of maintaining the bridge for legal public traffic.

In your letter you state "The roadway, which in this case is the bridge is not yet finished". We concede that the bridge is not as yet 100% complete as the painting is yet to be completed, we would however wish to point out that the definition of "roadway" when related to bridges is "the part of a bridge used by vehicles".

Section 105.17 refers in all cases to "roadway"; we therefore can not agree that in this case roadway means bridge as you suggest.

We would wish to point out that at no time have we been advised that the bridge or approaches were considered not acceptable to public traffic. It is still our interpretation of the contract specifications that we are relieved of maintenance, which would include damage by public traffic, but are still responsible for defective workmanship or materials and other applicable provisions.

It would be appreciated if you would again review this matter and advise accordingly.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

A. B. Wilkinson
Structures Manager

Jerry: — I have not answered this.
Don

ABW:mb

RECEIVED
NOV 2 1971
BRIDGE DIVISION

WILLAMETTE TUG & BARGE CO
WILLAMETTE HI GRADE CONCRETE CO
WESTERN PACIFIC PILEDRIVING CO

22-1034

OREGON STATE
HIGHWAY DIVISION

1646 E. Pacific Blvd.
Albany, Oregon 97321
October 1, 1971

Willamette-Western Corporation
Foot of N. Portsmouth Ave.
Portland, Oregon 97203

Attention: Mr. A. F. Wilkinson
Structures Manager

Subject: Willamette River (Albany) Bridge

In your letter of September 21, you contend that the state is responsible for maintenance of the new Willamette River bridge, and specifically for a stolen manhole cover, since the bridge is open to traffic.

Section 105.17, "Opening Sections to Traffic", refers to sections of roadway that are opened to traffic earlier than the contract plans indicate, or as stated in the first sentence of the section, "Whenever the engineer determines ... ". Even when this determination is made, the contractor shall not be relieved of responsibility for maintenance unless the roadway has previously been finished in a manner acceptable to the engineer". The roadway, which in this case is the bridge, is not yet finished. Even though traffic is on the bridge before it is complete, the contract plans clearly indicate that this will be the case.

Also, in section 107.25 of the Standard Specifications, the first paragraph states that the contractor shall be responsible for all portions of the work under the contract until final acceptance of the total project.

Section 104.05 states in part, "The contractor shall keep the portion of the project being used by public traffic ... in such condition that traffic will be adequately accommodated".

In view of these specifications we find the responsibility for loss or damage to any part of the work remains yours until final acceptance unless you are specifically relieved of responsibility prior to that time.

Very truly yours,

D. F. Beecroft
Resident Bridge Engineer

RECEIVED
NOV 2 1971
BRIDGE DIVISION

cc: J. E. Bird
L. D. [illegible]

orig'nl' to Beecroft 10/27/71
[illegible]

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503-285-91[illegible] Cable Address: WILDWEST

REGION 2 ENGINEER
RECEIVED
SEP 23 1971

September 21, 1971

Oregon State Highway Department
1646 East Pacific Blvd.
Albany, Oregon 97321

Attention: Mr. Don Beecroft
Resident Engineer

RE: Willamette River (Albany) Bridge

Dear Sir:

As the new Willamette River (Albany) Bridge is open to public traffic it is our interpretation that Section 105.17, "Opening Sections to Traffic," of the Standard Specifications is applicable in regards to maintenance.

The manhole cover in the sidewalk at Pier 5, as you no doubt are aware, was stolen. It is our contention that this is the responsibility of the State due to the fact that we, the contractor, have no control over public utilization of the subject bridge.

We request that you confirm your acceptance of responsibilities in regards to this matter at your earliest convenience.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

A. B. Wilkinson
Structures Manager

ABW:nb

[illegible]

Jerry — I have not answered this letter. Let me know if you want me to.

Don

RECEIVED
NOV 2 1971
BRIDGE DIVISION

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO
WESTERN PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clam
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Ready-mix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery

RECEIVED
OCT 20 1971
FORM 2-50 (REV. 10-60)
FOR FILING

U-164(3)
7346

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1971

To:

J. B. Boyd
Region Engineer
Office

SUBJECT:

Asphalt Concrete, Willamette River(Albany) Bridge Section
Contract #7346

Several areas of the base course asphalt concrete paving on subject project have excess surface asphalt. The areas do not have a flushed appearance in which excess asphalt has displaced the aggregate. Instead asphalt has puddled to the surface and in some cases has flowed across the pavement. Core samples have been cut from areas with and without excess surface asphalt for laboratory testing.

Attached are test reports #983976-9. Test results for the four sampled areas indicate that gradation and asphalt content with one exception are within the job mix tolerances. Since the excess surface asphalt condition appeared to be the result of asphalt migration, tests were made for the determination of the presence of volatile distillates. Test results show that the areas with excess surface asphalt have 4.2-4.5 percent volatiles while adjoining areas have 1.8-2.6 percent. It is our conclusion that excess diesel or fuel oil was used to prevent the mix from adhering to the beds of the hauling equipment. The areas with excess surface asphalt resulted from diesel evaporation in the mat with migration of asphalt to the surface in the same manner that occurs with excess moisture.

Since the excess surface asphalt areas are small and the surface asphalt is a small percentage of the total, we feel that removal of the pavement is unnecessary. It is recommended that the excess surface asphalt be removed with a power blade and scarifier and the areas patched with a 1/4"-0 mix prior to placement of the top lift paving.

JOHN C. JENKINS
Engineer of Materials & Research
by
JEWilson
James E. Wilson, Jr.
Asst. Engineer of Materials & Research

NOTED
E. S. HUNTER

cc: E. S. Hunter
F. D. Morgan
Keats Oliver
Tom Schott
attch.

NOTED
A. E. JOHNSON

RECEIVED
OCT 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

RECEIVED
OCT 20 1971
FORM [illegible] (REV. [illegible])
FOR FILING

U-104(3)
7346

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1971

SUBJECT:

Asphalt Concrete, Willamette
River(Albany) Bridge Section
Contract #7346

To:

J. B. Boyd
Region Engineer
Office

Several areas of the base course asphalt concrete paving on subject project have excess surface asphalt. The areas do not have a flushed appearance in which excess asphalt has displaced the aggregate. Instead asphalt has puddled to the surface and in some cases has flowed across the pavement. Core samples have been cut from areas with and without excess surface asphalt for laboratory testing.

Attached are test reports #983976-9. Test results for the four sampled areas indicate that gradation and asphalt content with one exception are within the job mix tolerances. Since the excess surface asphalt condition appeared to be the result of asphalt migration, tests were made for the determination of the presence of volatile distillates. Test results show that the areas with excess surface asphalt have 4.2-4.5 percent volatiles while adjoining areas have 1.8-2.6 percent. It is our conclusion that excess diesel or fuel oil was used to prevent the mix from adhering to the beds of the hauling equipment. The areas with excess surface asphalt resulted from diesel evaporation in the mat with migration of asphalt to the surface in the same manner that occurs with excess moisture.

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JOHN C. JENKINS
Engineer of Materials & Research
by
JEWilson
James E. Wilson, Jr.
Asst. Engineer of Materials & Research

NOTED
E. S. HUNTER

cc: E. S. Hunter
F. D. Morgan
Keats Oliver
Tom Schott
attch.

NOTED
A. E. JOHNSON

RECEIVED
OCT 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

Form E-55—1M—3-66

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Willamette River (Albany) Bridge			Prefix No.	22-1034
Highway	Albany-Corvallis			County	Linn-Benton
Contractor or Foreman	Willamette-Western Corp.	Contract No.	7346	F.A. Project No.	U-104(3)
Submitted by	Tom Schott			Date reported	Oct. 13, 1971
Paving Crew No.				Laboratory Charges	$44.00

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type	Asphalt concrete			Mixture	Class 'B', Base lift
Asphaltic cement	Douglas	Grade	85-100	Location	Sta. SH 91+20, 6' Lt. ℄
Weather		Date Laid			South Bound, Travel Lane
Sampled by	Tom Schott, Ken Parks			Date received	Oct. 12, 1971

Remarks:

Sample No. 1

TEST RESULTS

Laboratory No. 983976

Data Sheet No. B24843

Screen opening: Square

Granulometric analysis:

Retained on	Percent single sieve
1½"	
1"	
¾"	0
½"	9.2
¼"	27.9
No. 4	9.9
No. 10	19.7
No. 40	14.2
No. 80	3.6
No. 200	3.1
Pass No. 200	5.2
A/C	7.2

Core Sample

Specific gravity in place	2.20
Specific gravity recompacted	2.33
Percent relative compaction	94.4
Real specific gravity	2.40
Percent voids after recompaction	2.9
Thickness in place	2.2"
Lab. tested	2.2"
Date sampled	Sept. 16, 1971

REMARKS

Volatile Distillates (15 min. at 680°F) - 1.3 grams per 1000 gr. mix or 1.8% of asphalt in mix.

Area without excess surface asphalt, same panel and adjacent to Sample #983977.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Boyd
X Resident Engineer Oliver
Dist. Maint. Supt.
Foreman
X Files
X Pretwell
X Willamette-Western Corp.

Engineer of Materials

Form E-85—1M—3-65

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Willamette River (Albany) Bridge	Prefix No.	22-1034
Highway	Albany-Corvallis	County	Linn-Benton
Contractor or Foreman	Willamette-Western Corp. Contract No. 7346	F.A. Project No.	U-104(3)
Submitted by	Tom Schott	Date reported	Oct. 13, 1971
Paving Crew No.		Laboratory Charges	$44.00

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type	Asphalt concrete	Mixture	Class 'B', Base lift
Asphaltic cement	Douglas Grade 85-100	Location	Sta. SH 91+55, 5' Lt. ℄ South Bound, Travel Lane
Weather	Date Laid		
Sampled by	Tom Schott, Ken Parks	Date received	Oct. 12, 1971

Remarks:

Sample No. 2

TEST RESULTS

Laboratory No. 983977

Data Sheet No. B24843

Screen opening: Square

Granulometric analysis:

Retained on	*Percent single sieve*
1½"	
1"	
¾"	0
½"	9.7
¼"	28.5
No. 4	5.6
No. 10	21.8
No. 40	14.3
No. 80	4.0
No. 200	2.9
Pass No. 200	6.0
A/C	7.2

Core Sample

Specific gravity in place	2.24
Specific gravity recompacted	2.33
Percent relative compaction	96.1
Real specific gravity	2.38
Percent voids after recompaction	2.1
Thickness in place	1.9"
Lab. tested	1.9"
Date sampled	

REMARKS

Volatile Distillates (15 min. at 680°F) - 3.0 grams per 1000 gr. mix or 4.2% of asphalt in mix.

Area with excess surface asphalt; approx. 3 square feet of pavement with excess surface asphalt.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Boyd
X Resident Engineer Oliver
Dist. Maint. Supt.
Foreman
X Files
X Fretwell
X Willamette-Western Corp.

Engineer of Materials

Form E-55—1M—3-65

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	Willamette River (Albany) Bridge			Prefix No.	22-1034
Highway	Albany-Corvallis			County	Linn-Benton
Contractor or Foreman	Willamette-Western Corp.	Contract No.	7346	F.A. Project No.	U-104(3)
Submitted by	Tom Schott			Date reported	Oct. 13, 1971
Paving Crew No.				Laboratory Charges	$44.00

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type	Asphalt concrete			Mixture	Class 'B', Base lift
Asphaltic cement	Douglas	Grade	85-100	Location	Sta. SH 92+10, 5' Lt. ℄
Weather		Date Laid			South Bound, Travel Lane
Sampled by	Tom Schott, Ken Parks			Date received	Oct. 12, 1971
Remarks:					
Sample No.	3				

TEST RESULTS

Laboratory No.	983978	Screen opening: Square	
Data Sheet No.	B24843		

Granulometric analysis:

Retained on	Percent single sieve
1½"	
1"	
¾"	0
½"	8.1
¼"	23.7
No. 4	7.6
No. 10	23.7
No. 40	17.0
No. 80	3.6
No. 200	2.9
Pass No. 200	5.8
A/C	7.6

Core Sample

Specific gravity in place	2.24
Specific gravity recompacted	2.33
Percent relative compaction	96.1
Real specific gravity	2.37
Percent voids after recompaction	1.7
Thickness in place	2.2"
Lab. tested	2.2"
Date sampled	Sept. 16, 1971

REMARKS

Volatile Distillates (15 min. at 680°F) - 2.0 grams per 1000 gr. mix or 2.6% of asphalt in mix.

Area without excess surface asphalt; same panel & adjacent to Sample No. 983979.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Boyd
X Resident Engineer Oliver
Dist. Maint. Supt.
Foreman
X Files
X Fretwell
X Willamette-Western Corp.

Engineer of Materials

Form E-55—1M—3-63

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Willamette River (Albany) Bridge			Prefix No.	22-1034
Highway	Albany-Corvallis			County	Linn-Benton
Contractor or Foreman	Willamette-Western Corp.	Contract No.	7346	F.A. Project No.	U-104(3)
Submitted by	Tom Schott			Date reported	Oct. 13, 1971
Paving Crew No.				Laboratory Charges	$44.00

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type	Asphalt concrete			Mixture	Class 'B', Base lift
Asphaltic cement	Douglas	Grade	85-100	Location	Sta. SH 92+94, 6' Lt. ℄, South Bound, Travel Lane
Weather		Date Laid			
Sampled by	Tom Schott, Ken Parks			Date received	Oct. 12, 1971
Remarks:					
Sample No.	4				

TEST RESULTS

Laboratory No. 983979
Data Sheet No. B24843
Screen opening: Square

Granulometric analysis:

Retained on	Percent single sieve
1½"	
1"	
¾"	0
½"	9.4
¼"	27.8
No. 4	8.0
No. 10	18.4
No. 40	15.2
No. 80	4.1
No. 200	3.1
Pass No. 200	5.8
A/C	8.2

Core Sample

Specific gravity in place	2.26
Specific gravity recompacted	2.35
Percent relative compaction	96.2
Real specific gravity	2.39
Percent voids after recompaction	1.7
Thickness in place	2.1"
Lab. tested	2.1"
Date sampled	Sept. 16, 1971

REMARKS

Volatile Distillates (15 min. at 680°F) - 3.7 grams per 1000 gr. mix or 4.5% of asphalt in mix.
Flushed area; approx. 2 square feet of pavement with excess surface asphalt.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Boyd
X Resident Engineer Oliver
Dist. Maint. Supt.
Foreman
X Files
X Fretwell
X Willamette-Western Corp.

Engineer of Materials

RECEIVED
SEP 1971
UTILITY UNIT
FOR FILES

U-104(3)
7346

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 PHONE 378-6511

TOM McCALL
GOVERNOR

September 1, 1971

Northwest Natural Gas Company
3123 Broadway, N.E.
Salem, Oregon 97303

ATTENTION: Mr. Harold E. Murray

RE: Readjustment of Gas Main
Willamette River (Albany) Bridge Section
Albany-Corvallis Highway
Benton and Linn Counties
Contract No. 7346

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 3, 1971, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of July 6, 1971.

Reimbursement for the work performed on and subsequent to July 6, 1971, in the amount of $1,167.99, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:fw
cc: A. E. Johnson
V. L. Gallagher (w/attach) (2)
V. E. Skoog
J. B. Boyd (w/attach. (2)
Don Beecroft "
H. C. Johnson "
F. W. Sugnet "

NOTE TO J. B. BOYD: Please have a State Force Order prepared and submitted for this work. Prefix No. 22-1034. Return one copy of estimate and sketch with State Force Order.

RECEIVED
SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1971

FOR FILING

U-104 (3)
7346

August 11, 1971

Mr. Glenn Eaton, Jr.
Traffic Engineer
City of Albany
Post Office Box 490
Albany, Oregon 97321

Dear Mr. Eaton:

Re: Expanded Street Lighting--North Albany
Vicinity, Albany-Corvallis Highway (US20)

In reference to our recent correspondence regarding the additional street lighting on US20 in North Albany, it is unfortunate that the City cannot provide the necessary funds at this time. Based on your request of August 4, we will put this matter on a bring-up and will contact you in the not-too-distant future concerning possible financing at a later date.

We appreciate your concern and endeavors to upgrade this facility as a joint venture with the State.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
H. S. Cox
Walter Hart
J. B. Boyd

DH:lat srb

Albany
Will R. [illegible]
Lighting

City of Albany
OFFICE OF PUBLIC WORKS DIRECTOR
P. O. BOX 490
ALBANY, OREGON 97321

August 4, 1971

RECEIVED
COUNTY & CITY SECTION
AUG 9 - 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Expanded Street Lighting - North Albany Vicinity
Albany-Corvallis Highway (U S 20)

Dear Mr. Porter:

Your letter of July 12th, explaining costs for addition lighting on U.S. 20 has been reviewed by City officials.

Unfortunately the City cannot afford the expenditure at this time. It is, therefore, necessary to postpone the project and request that it be considered at a later date.

Thank you for your efforts in considering this project.

Sincerely,

Glenn Eaton Jr.

Glenn Eaton, Jr.
Traffic Engineer

Ref'd to Haswell
8-9-71.
Pl discuss

discussed with FBK
8-10 see reply to Cfn
Draft.

GE:dj

RECEIVED
AUG 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. KLABOE

AUG 6 - 1971
TRAFFIC ENGINEERING

RECEIVED
JUL 13 1971
FOR FILING

U-104(3)
7346

July 12, 1971

Mr. Glenn Eaton, Jr.
Traffic Engineer
City of Albany
Post Office Box 490
Albany, Oregon 97321

Dear Mr. Eaton:

Re: Expanded Street Lighting, North Albany Vicinity
Albany-Corvallis Highway (US20)

Your letter of June 28 to Don Harwell, County-City Coordinating Engineer, regarding an estimate of costs for expanding the street lighting being installed as a part of the Willamette River (Albany) Bridge Section of US20, has been reviewed by our Bridge Section. The following information is offered in the same order as your inquiry:

Change pole 8 to 8A	$ 390
Plan A, poles 12 to 23	21,600
Plan B, poles 15, 17, 19, 22 and 23	11,250
Plan C, poles 15, 18, 20 and 22	9,000
Plan D, poles 15, 18, 20, 21 and 22	11,250
Plan E, poles 12 and 13	4,500

The total estimated cost of plans B, C, D, and E, as completed, would be approximately $27,000 including engineering and contingencies, whereas plan A would be approximately $21,600 for a savings of approximately $5,400.

If any of this work were to be included in the present contract, coordination between the State and the contractor would have to be accomplished with terms, work orders, and other incidentals processed immediately to avoid claims, time extension, etc.

Pursuant to the State's policy on matters of this nature, we would enter into an agreement regarding cooperative financing on the basis of 75 percent City-25 percent State to provide the necessary installation.

Your immediate consideration and reply would be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
H. S. Cox
W. J. Hart
J. B. Boyd

DNH:mm srb

Key 2/3/70 [illegible] -[illegible]
albany (Will R.) Br

City of Albany

OFFICE OF PUBLIC WORKS DIRECTOR
P. O. BOX 490
ALBANY, OREGON 97321

June 28, 1971

Mr. Don Harwell
Highway Engineer
Room 309 Highway Building
Oregon State Highway Department
Salem, OR

Dear Don:

#31

The City of Albany would like to consider lighting the remainder of Highway 20 in the North Albany area.

Enclosed is an approximate layout of proposed lights and alternate plans. One plan calls for a change in the existing contract and has been requested through Donald Beecroft, Resident Bridge Engineer.

The City would like an estimate of its cost for the several plans listed. Your help would be appreciated since the City recognizes a need for the future lighting of this area.

Sincerely,

Glenn Eaton Jr.

Glenn Eaton, Jr.
Traffic Engineer

RECEIVED
COUNTY & CITY SECTION
JUN 29 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Cty 75/255 St.
Est
Letter for
FBK to send

GE:dj

Encl: 2

[illegible]
Hwy 31 [illegible]

June 28, 1971

Lights #1 to 11 provided by present plan.

Changes:

Move Light 8 to 8A.

Additions:

Plan A:

All lights #12 to #23

Plan B:

Lights #15, 17, 19, 22, 23

Plan C:

Lights #15, 18, 20, 22

Plan D:

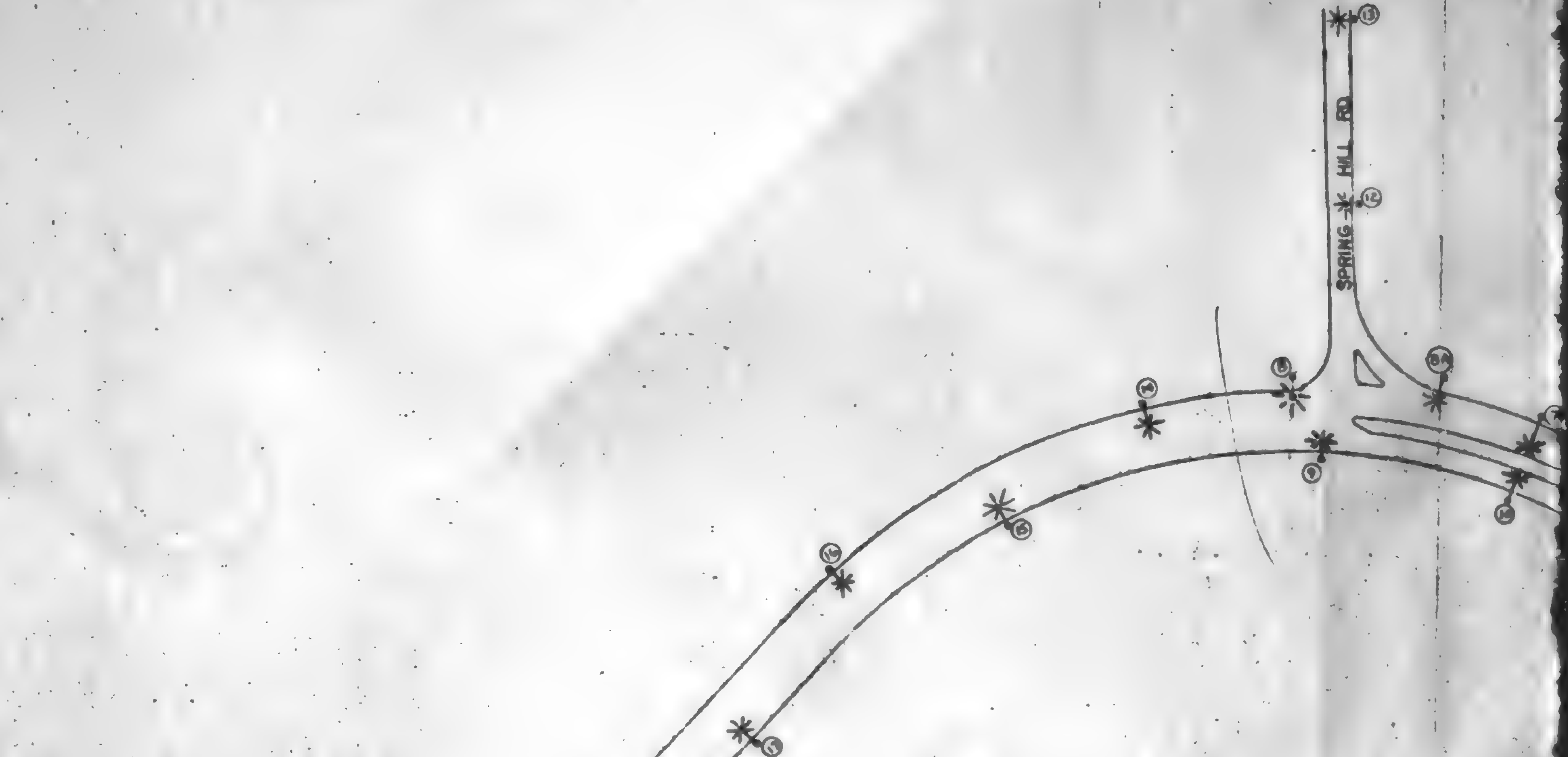
Lights #15, 18, 20, 21, 22

Plan E:

Lights #12, 13

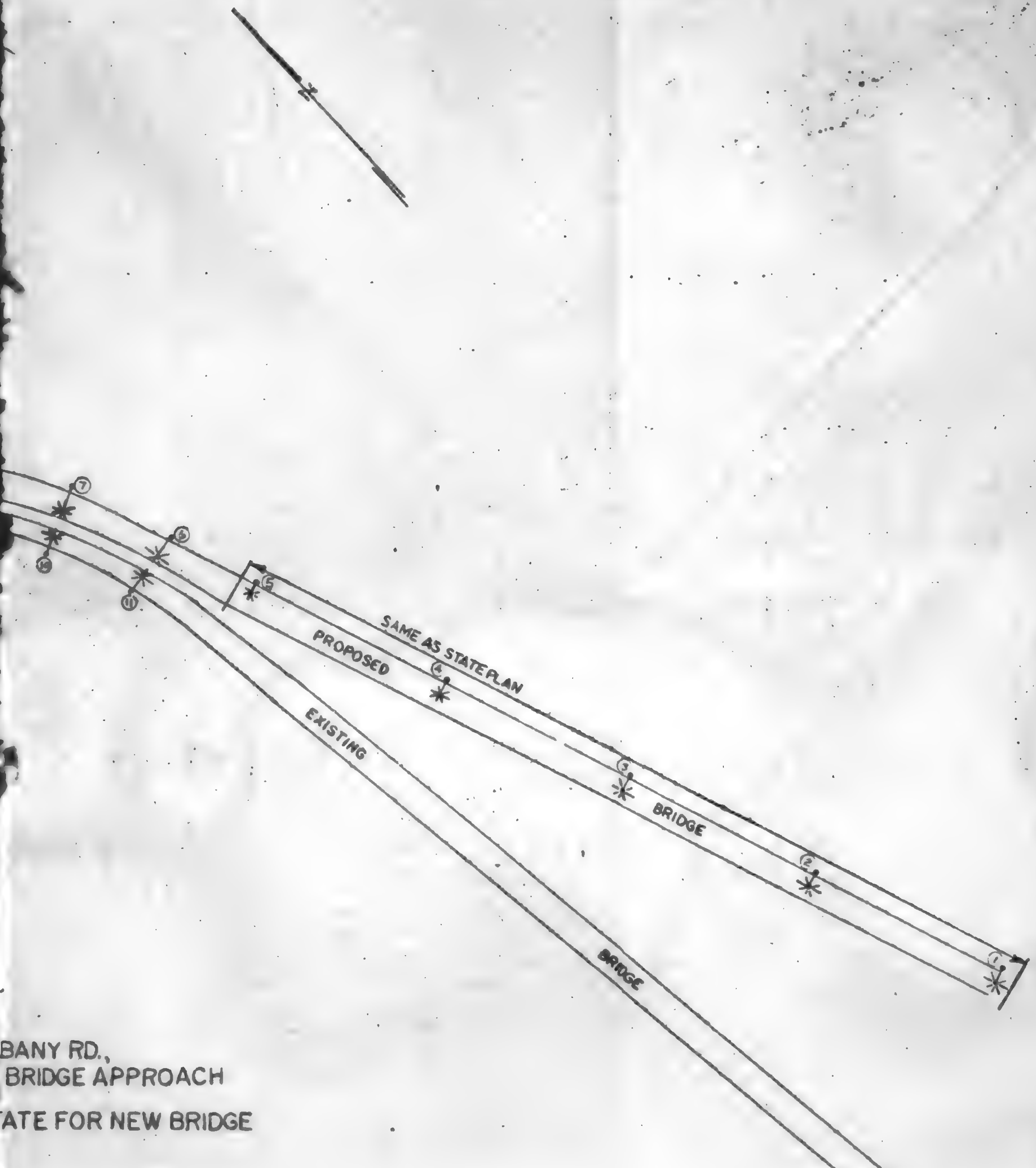
All plans provide for future expansion to include all lights in Plan A.

RECEIVED
COUNTY & CITY SECTION
JUN 29 1971
☐ ENGR. ☐ GEOGR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



PROPOSED LIGHTING FOR NO. ALBANY R
SPRING HILL RD. AND NORTHERLY BRIDGE

✳— SAME LIGHT AS PROPOSED BY STATE FO



BANY RD.,
BRIDGE APPROACH

TATE FOR NEW BRIDGE

RECEIVED
COUNTY & CITY SECTION
JUN 29 1971

Form E-000-034

RECEIVED
JUL 8 1971
OFFICE OF
HIGHWAY ENGINEER

U-104(3)
7346

STATE COPY G-1P

APPROVED EFFECTIVE DATE 5-25-71
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Dist. Engineer
DATE 7-2-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willamette River (Albany) Bridge
Date May 25 71
Highway Albany-Corvallis
Contract No. 7346
County Linn & Benton
Prefix 22-1034
Contractor Willamette Western Corp
F. A. Project No. U-104(3)
Address 500 Spring Hill Road, Albany, Oregon, 97321
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove existing pavement and surfacing and subexcavate as directed by engineer

Location by station numbers:

LE 2 101+00 to 101+60

Estimate of quantities and cost:

remove soft area in existing pavement	$ 500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No excavation price on contract. Excavation below work area shown on plans and materially different than contract earthwork.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,915,390.25
Present estimate of project cost, including $500.00 for work under this order	$2,915,390.25
Expected under-run over-run amount	$ - 0 -
Expected under-run over-run per cent	- 0 -

Space to right of this line is for use of Salem Office

NOTED
TOM EDWARDS

Submitted by: D. E. Beecroft
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23577-734

7-7-71

RECEIVED
MAR 11 1971
FOR FILE
U-104(3)
1246

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 9, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-104(3)
Willamette River (Albany) Bridge
Consultant Agreement for Shop Inspection

Johnson
[illegible]
OK 3-11-71

The consultant agreement with the Robert W. Hunt Company for the shop inspection of the fabrication of the structural steel for the subject project is approved as transmitted with Mr. Merchant's March 1 letter.

Orig to Merchant 3-12-71

NOTED
A. E. JOHNSON

RECEIVED
MAR 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 3 1 1971
FOR FILING

U-104(3)
7346

4f
2-16-71

February 18, 1971

Robert W. Hunt Company
531 S. E. 39th Avenue
Portland, Oregon 97214

Attention: Luther W. Clem
Portland Manager

MISC. CONTRACTS and
AGREEMENTS No. 4159

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering steel inspection for the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Benton and Linn Counties.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc Ivan Merchant

JAN 26 1971

FOR FILING

11-164(3)

7346

January 22, 1971

Oregon State Highway Commission

Gentlemen:

Steel for the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Benton and Linn Counties, Contract 7346, is being purchased by the contractor after fabrication by the Isaacson Iron Works at their Seattle plant. Inspection of the material and fabrication practices is necessary at the plant site and in common with our present practice, we propose to engage a consultant firm to do this work.

Robert W. Hunt Company Engineers made an offer of inspection services for the unit price of $7.95 per ton with a total guaranteed top limit of $7,300. An agreement was sent to the Hunt Company for signature July 21, 1970, but was lost. Additional copies were sent December 22, 1970, which were signed.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf and to date the agreement July 21, 1970, the date of our original agreement.

This matter will be on the agenda for your consideration at the February 16 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

CAG:ag fn

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
Ivan Merchant
L. H. Young
V. E.

R. D. Asburry

File c

RECEIVED
JAN 2

Form FHWA-12[illegible] (12-67)
UNITED STATES GOVERNMENT

~~FOR~~ *Memorandum*

11-11-4(-)

7346

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

L-6147

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 19, 1971

In reply refer to: 08-35.7/412.4

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

cy- Moehring 1-21-71

SUBJECT: Property Owner Request for "In-lieu" Moving Payment - File 43470, White

Original Young 1-21

Right of Way Moehring's letter of November 17, 1970, requested further information regarding the applicability of the in-lieu business payment when a substantial loss to the business is brought about by the duration of the moving operation.

Based upon the information in Mr. Moehring's letter we understand that the State has determined in the subject case that the owner could be relocated without a substantial loss of business. However, the business operator was out of business for several months and suffered a substantial dollar loss in patronage during this period - due to the operator's delay in relocating the business.

Loss of patronage caused by an operator's negligence or failure to move expeditiously or within a reasonable period of time to relocate a business is not a basis for allowing an in-lieu payment. In this case it would be the State's responsibility to determine whether or not the loss of patronage was caused by the operator's negligence, or failure to move expeditiously, or within a reasonable period of time.

NOTED
F. B. KLABOE

Young

NOTED
TOM EDWARDS

RECEIVED
JAN 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Klaboe
c

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

U-104(3)
7346

October 13, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

43470-White
Willamette River Bridge
Section
Albany-Corvallis Highway
Benton County

Dear Mr. Simpson:

Attached is a copy of a letter written by Attorney Willard Bodtker, addressed to Right of Way Agent Virgil Wilson and relating to an in lieu payment which Attorney Bodtker feels his client is entitled to rather than the actual moving costs.

Would you please examine Attorney Bodtker's letter and advise me at your earliest convenience as to whether you feel there is any validity in the claim.

Federal Aid funds were not used in the acquisition of right of way on this project, but Federal funds were used in the construction contract. On this basis we were required to follow all of the relocation requirements and the moving of the personal property would, of course, be a part of the relocation of the tenants in the business building involved on this file.

Very truly yours,

D H Moehring

D. H. Moehring
Right of Way Engineer

NOTED
F.B. KLABOE

DHM:LF
cc R. L. Porter
Tom Edwards
F. B. Klaboe ✓
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
OCT 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-4511
XXXXXX

11-104(3)
7346

September 16, 1970

Northwest Natural Gas Company
3123 Broadway, N. E.
Salem, Oregon 97303

ATTENTION: Mr. Robert M. Leidig

Re: Gas Line Adjustment
Willamette River (Albany)
Bridge Section
Albany-Corvallis Highway
Benton and Linn Counties

Gentlemen:

Reference is made to our letter of June 1, 1970, which transmitted a sketch which showed that portion of your facilities that the State proposed to cover by an X-Permit.

The letter also made an offer of $100 for the unoccupied portion of your gas line easement on the Westerly side of the old Albany-Corvallis Highway right of way from North Albany Road Easterly to Station "L_{B2}" 78+95, a length of approximately 920 feet.

No reply has been received to date from your Company as to the State's proposal.

Your earliest attention to this matter would be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

JMC:djg
cc: A. E. Johnson
~~R. D. Asburry~~
Keats Oliver
J. F. Hagemann
H. C. Johnson
J. L. Sollis
F. W. Sugnet

NOTED
A. E. JOHNSON

RECEIVED
SEP 16
OFFICE OF
STATE HIGHWAY ENGINEER

Info copy FHWA
10 - 1 - 70

Form A-[illegible]

U-104(3)
7346

G-1N

ORECON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Willamette River (Albany) Bridge Date September 9, 19 70

Highway Albany - Corvallis Contract No. 7346 F. A. Project No. U-104(3)

County Linn & Benton Prefix 22-1034 Account No. 278-06

Description of Work To Be Done:

Temporary and permanent pavement striping.

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

All temporary and permanent striping $2900.00

RECEIVED
SEP 30 1970
BRIDGE DIVISION

Explanation: Stage construction makes necessary considerable temporary striping. Even though tape will be used on the shorter detours, several move-ins and some standby cannot be avoided.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $2,915,390.25

Present estimate of project cost, including $2,900.00 for work under this order $2,915,390.25

Expected under-run / over-run (amount) . . . . . . $

Expected under-run / over-run (per cent) . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: D. E. Beecroft
Resident Engineer

Approval Recommended: R. D. [illegible]
Division Engineer

Approval Recommended: Alfred A. [illegible]
Construction Engineer or Bridge Engineer

Approved: [illegible] for
Construction Engineer, Assistant State Highway Engineer or Office Engineer.
Construction

State Printing

RECEIVED
AUG 26 1970
FOR FILING

11-104(2)

DEPARTMENT OF JUSTICE

Memorandum

TO: Lee Hempton
Assistant Attorney General

DATE: August 14, 1970

FROM: Frank C. McKinney
Assistant Attorney General

SUBJECT: State v. Cloverdale Farms, Circuit Court
Benton County, No. 24524 (L-6147, R-43470)

Last week I received a call from the Benton County Clerk advising me that the Judge had signed an order to release to Cloverdale $120,000 of the deposit made by the state. Apparently the remainder of the deposit is to be held by the court for the various other interests involved in the lawsuit.

On August 10 I received a call from Rod Henry who advised me that the contractor who is constructing the approaches for the Albany Bridge was in the process of constructing a detour road, and as a result was going to barricade all accesses to the shopping center on the property. This, of course, will practically foreclose the businesses there from having any customers, except those that come in from the back county roads to the rear of the shopping center. In view of the contractor's plans it was determined that at least the major defendants, Cloverdale and Hudson House, who owns the Three Boy Market, should be advised so that they and other tenants could plan accordingly.

On August 11 I attempted to reach Dick Franzke, attorney for Hudson House, but he was on vacation so I talked to Clarence Wicks in the same law firm who informed me he would notify their client. On the same day I talked to Mr. Mel Goode in Albany who represents Cloverdale Farms. Mr. Goode was considerably upset over the proposed early closure on the basis that bridge construction will be over a year away and he felt the closure, although authorized by the condemnation, was unwarranted at this time.

I advised him that the closure had been recommended by our Division Engineer, Ray Asburry, and that if he wanted to discuss the matter any further he could call Mr. Asburry.

I subsequently called Mr. Asburry and informed him that he could expect a call from Mel Goode concerning this matter.

NOTED
A. E. JOHNSON

FCMcK:hg
cc - F. B. Klaboe
Ray Asburry
L. I. Lindas

RECEIVED
AUG 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Al Johnson
BY ASST. STATE HWY. ENGR

Form FHWA-[illegible] (12-67)
UNITED STATES GOVERNMENT

JUL 21 1970

Memorandum

FOR FILE

U-104(3)

734

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 15, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-104(3)
Willamette River (Albany) Bridge
Consultant Agreement for Shop Inspection

Johnson

NOTED
A. L. JOHNSON

Your proposal to retain the Robert W. Hunt Company to do the shop inspection of the fabrication of the structural steel for the subject project has been reviewed and we concur in your selection. It is understood that the Robert W. Hunt Company will provide the necessary inspection on a unit of work basis, $7.95 per ton of steel inspected, with the maximum amount payable set at $7500.

Therefore, upon execution of an agreement prepared in accordance with the requirements of PPM 40-6 and subject to our formal review and approval you are authorized to instruct the consultant to proceed.

Please furnish three copies of the executed agreement when available for our formal review and approval.

NOTED
TOM EDWARDS

RECEIVED
JUL 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Copy [illegible]

Copy to Muirhead
7-20-70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 8 - 1970
FOR FILING

U-104(3)
7346

July 7, 1970

8585

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Willamette River (Albany) Bridge
FAP U-104(3), Contract No. 7346
03-35-BC

Reference is made to your June 26 letter requesting further information concerning the consultant's proposal. Attached is a copy of the Robert W. Hunt Company offer for the inspection work. This offer breaks down as follows:

$7.95 x 895.8 tons		= $7,121.61
Labor	49.6%	= 3,532.32 divided by 3.50 per hr. = ± 1,010 hrs.
Office Expense	38.4%	= 2,734.70
Profit	6.2%	= 441.54
Inspectors Expenses	5.8%	= 413.05

The fabricator's schedule contemplates a 30-man day shift, a 20-man swing shift, with radiography, etc., on the graveyard shift over a period of 12 weeks. The manning level proposed by Hunt will furnish a man full time for the day shift with an additional man to cover the swing and graveyard shifts, which we consider adequate coverage.

Pittsburgh Testing Laboratories requested permission to submit an offer and did so to do the work for $9.89 per ton that would furnish a manning level of 1,060 man hours.

Our estimate of cost to do the work with State forces, if we had the manpower available, is $14.87 per ton based on a manning level of 1,276 man-hours, which of course includes considerable travel time and per diem living expense.

The procedure outlined in our letter of July 18, 1966, for selection of consultants for this type of work was followed in the selection of the Robert W. Hunt Company for inspection of structural steel for the Albany project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Att.

cc R. L. Porter
Tom Edwards
V. E. Skoog
L. M. Young
I. D. Merchant

CAG:ag ms

NEW YORK
PITTSBURGH
PHILADELPHIA
ST. LOUIS

ESTABLISHED 1888

ROBERT W. HUNT COMPANY · ENGINEERS

INSPECTION · TESTS AND CONSULTATION

BIRMINGHAM
SAN FRANCISCO
LOS ANGELES
PORTLAND
SEATTLE
LONDON

GENERAL OFFICES
810 S. CLINTON STREET
CHICAGO 7, ILLINOIS

CABLE ADDRESS
"ROBHUNT"

ADDRESS REPLY TO
531 S. E. 39th AVE.
PORTLAND, OREGON 97214
TELEPHONE
503-235-7551

June 17, 1970

IN REPLY REFER TO
File 1636

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON 97230

Attention: Mr. Ivon D. Merchant
Bridge Engineer

Re: Inspection shop fabrication of structural steel for Willamette River (Albany) Bridge

Gentlemen:

We have reviewed the basis of our previous proposal of June 8, 1970 and find that due to an oversight certain requirements for inspection were not considered. We therefore respectfully request the withdrawal of our previous proposal and submit herein our final and complete proposal for inspection work required on this contract.

To enable us to perform the amount of inspection required in the proposed inspection agreement. We submit in the following our unit ton price and breakdown of our costs for services herewith submitted.

On the basis of the estimated weight and schedule received from Isaacson Iron Works, we submit the price of seven dollars and ninety five cents ($7.95) per ton.

Percent of Analysis Structure		
Salaries		49.6%
Overhead	accounting	38.4%
	bookkeeping	
	taxes	
	insurance	
	supplies	

RECEIVED
JUN 18 1970
BRIDGE DIVISION

Inspectors expenses	5.8%
Profit	6.2%

In the event that Ultrasonic or Magnetic Particle testing is required, we submit the following:

Ultrasonic testing at the rate of $18.00 per hour with $9.00 per hour standby or travel plus mileage @ $0.12 with a minimum of one-half day for testing or standby time.

Magnetic Particle inspection at the rate of $15.00 per hour with $9.00 per hour travel or standby plus mileage @ $0.12 with a minimum of one-half day for testing or standby.

We trust that this proposal will meet with your approval, and that we will be authorized to perform these inspection services for you.

Respectfully submitted

ROBERT W. HUNT COMPANY

L. W. Clem

LWC/wm

L.W. Clem
Portland Manager

RECEIVED
JUN 18 1970
BRIDGE DIVISION

RECEIVED
JUL 1 - 1970
FOR FILING

U-104(3)
7346

June 29, 1970

Mr. Stanley Blair
Second Mate
S.E.S. Jolly Rogers
Sponsored by B. P. O. E. No. 359
Route 4, Box 393-L
Albany, Oregon 97321

Dear Mr. Blair:

The pier being constructed at Albany for use in building the new bridge is the property of the contractor. I cannot advise you as to its suitability for use as a permanent pier. I am quite sure, however, that it is being placed in the river under a temporary construction permit from the Corps of Engineers.

If it were to remain in place, it would be necessary that some organization assume responsibility for the permanent installation, insure it for public use and guarantee the continued maintenance of the structure. In addition, although I have not seen it, I presume that it is in place on State Highway right of way.

If some organization is willing to sponsor it, secure a permanent permit from the Corps of Engineers, and guarantee public protection by proper insurance, I will have our people investigate to determine if it can be left on the right of way without possibility of damage to the permanent structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe**
Ivan Merchant (enc.)

**Referral No. 10527

TE:ja

S. E. S. Jolly Rogers
SPONSORED BY B. P. O. E. NO. 359
ALBANY, OREGON

Porter

REFERRED TO
admin
BY SECRETARY

Edwards

10527

Dear Sir:

This letter is written concerning the future use of a pier being used by the construction company which is building the new bridge here in Albany. S.E.S. Jolly Roger would like to suggest that this pier be extended, and be used as a public dock.

Sincerely,

Stanley Blair
Stanley Blair
Second-Mate
S.E.S. Jolly Roger

S. E. S. Jolly Rogers
SPONSORED BY B. P. O. E. NO. 359
ALBANY, OREGON
Stanley Blair
Rt 4 Box 393-L
Albany Oregon 97321

RECEIVED
JUN 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 26 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

U-104(3)

7346

June 24, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon 97310

Dear Mr. Simpson:

Willamette River (Albany) Bridge
Contract #7346
FAP No. U-104(3)

The contractor has advised us that the structural steel required for the above contract is to be fabricated by Isaacson Structural Steel Corporation at their Seattle, Washington plant.

Lack of qualified man-power and out of state travel regulations make it necessary for us to engage the services of a Consultant to perform the required shop inspection of this fabrication.

Robert W. Hunt Company has made us an offer to do the work for $7.95 per ton handling the work out of their Seattle office. An analysis of this offer indicates a manning level of approximately 1000 man-hours of shop inspection time. Based on a 12 week production schedule this will essentially furnish one man full time for a day shift and one man practically full time for a swing shift and radiograph work on a night shift. This compares favorably with our estimate of time required to cover the work adequately. Our cost per ton is considerably greater than the price quoted by Hunt because of the excessive travel time and expense involved.

With your concurrence I propose to complete an agreement with Hunt to do the work for us. A form of the proposed agreement is attached.

The amount of the agreement would be $7,121.61 for required inspection plus a nominal sum for possible contingencies, with a top limit of the agreement to be $7,500.00.

May I have your early reply as the fabricator expects to start shop work on or about July 15, 1970.

Very truly yours,

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUN 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

CAG/ag (attachment)
cc: T. E. Edwards
V. E. Skoog
L. H. Young

RECEIVED
JUN 2 - 1970

OREGON STATE
HIGHWAY DIVISION

11-1041(3)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7346

June 1, 1970

Northwest Natural Gas Company
3123 Broadway, N. E.
Salem, Oregon 97303

Re: Gas Main Adjustment
Willamette River (Albany) Bridge Sec.
Albany-Corvallis Highway
Benton & Linn Counties

ATTENTION: Mr. Robert Leidig

NO
F. B. KLABO

Gentlemen:

Reference is made to our letter of May 4, 1970, which approved the estimate and sketch for the adjustment ofyour facilities in conflict with the subject project and authorized you to proceed with the work as of May 4, 1970.

The review of your existing property rights has been completed by our Utilities and Railroad Attorney. It is his opinion that the State can only perpetuate, by an "X" Permit, that portion of your existing easement that was occupied by your facilities. The State cannot obligate itself for a possible future reimbursable relocation of your facilities that would exceed many times the value of the unoccupied easement.

The State hereby offers you $100 for the unoccupied portion of your gas line easement on the westerly side of the old Albany-Corvallis highway right of way from North Albany Road, easterly to Station "L_{E2}" 78+95, a length of approximately 920 feet.

A sketch is attached showing portions of your relocated facilities to be covered by "X" Permit. As there was no crossing of the highway by your facilities originally, none has been provided in the proposed "X" Permit. Upon approval of this proposal an appropriate "X" Permit will be prepared and forwarded for your signature.

If further information or assistance is required please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Jackson Cartwright for
T. W. Litchfield
Utility & Railroad Engineer

JMC:ss
cc: F. B. Klaboe
J. L. Sollis
R. D. Asb urry
Keats Oliver
H. C. Johnson
F. W. Sugnet
J. F. Hagemann

RECEIVED
JUN 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosure

RECEIVED
MAY 5 - 1970
FOR FI

OREGON STATE
HIGHWAY DIVISION

U-114 (3)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7346

May 4, 1970

Northwest Natural Gas Company
3123 Broadway, N. E.
Salem, Oregon 97303

ATTENTION: Robert M. Leidig
District Engineer

Re: Gas Main Adjustment
Willamette River (Albany) Br. Sec.
Albany-Corvallis Highway
Benton & Linn Counties

F. B. KLABOE

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 24, 1970 have been approved by the State. You are hereby authorized to proceed with the work as of May 4, 1970.

The extent of the property rights to be perpetuated for N. W. Natural Gas Company, by an "X" Permit, is being reviewed by our Utilities and Railroad Attorney and the Permit Division. You will be advised in the near future as to their determination.

Please contact Mr. Keats Oliver, Resident Engineer, 3400 Spicer Road, Albany, Oregon 97321 Phone: 926-5571, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 4, 1970, in the amount of $2,843.57, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
V. L. Gallagher (2) (w/attachments)
V. E. Skoog "
R. D. Asburry (w/attachments (2)
Keats Oliver "
H. C. Johnson "
F. W. Sugnet

RECEIVED
MAY 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ote to R. D. Asburry: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
MAY 7 - 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

U-104 (3)
7346

May 1, 1970

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street - Room 437
Portland, Oregon 97204

Re: Telephone Line Conflicts
Willamette River Br.(Albany) Sec.
Albany-Corvallis Highway
Benton and Linn Counties

ATTENTION: Right of Way Supervisor

Gentlemen:

With reference to our letter of November 17, 1969, please be advised that there has been a change in the number of conflicts and you will find attached a list of twelve (12) additional conflicts. Inasmuch as these additional conflicts are located on public road right of way, the State will reimburse you 14/29 or 48.24% of the total cost of adjusting all the conflicts.

All other provisions in our letter of November 17, 1969 will remain in full force and effect.

Very truly yours,

F. D. Morgan
Construction Engineer

By: T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosures

cc: F. B. Klaboe
F. D. Morgan
D. J. Barbee (3)
V. E. Skoog
R. P. Hamilton
R. D. Asburry
Keats Oliver
F. W. Sugnet

RECEIVED
MAY 6
OFFICE OF
STATE HIGHWAY ENGINEER

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Pacific Northwest Bell Telephone Company
Willamette River Bridge (Albany) Section
Albany-Corvallis Highway
Benton-Linn Counties

LIST OF CONFLICTS

Item	Station	Dist. from C/L Indicate	Direction	R/W	Private	REMARKS
Additional poles in conflict						
#25	57+45	28'	S	X		under terms of permit #5683
#24	59+05	28'	S	X		
#23	60+70	28'	S	X		
#22	62+30	25'	S	X		
#21	63+90	25'	S	X		
#20	65+45	25'	S	X		
#19	67+05	23'	S	X		
#18	68+70	20'	S	X		
#15	70+30	20'	S	X		
#14	71+90	22'	S	X		
#13	73+50	23'	S	X		
#12	75+08	23'	S	X		

U-104(3) Willamette R. (Albany) Bridge, 1970
on Albany-Corvallis Hwy. at Albany
#7346 (Grad., pav., struc. & illum.) #1

C + A 3895
C + A 3898
C + A 3902
C + A 3942

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible]

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RECEIVED
JUN 5 1970
FOR FILING

U-104 (3)

7346

4 e
4-21-70

April 22, 1970

MISC. CONTRACTS and
AGREEMENTS No. 5298

City of Albany
City Hall
Albany, Oregon 97321

Attention: Ernest W. Isham
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a letter-form supplemental agreement pertaining to construction of the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
JUN 5 - 1970
FOR FILING

U-104 (3)
7346

4d
4-21-70

April 22, 1970

Mr. James Goode
Attorney at Law
Willamette Building
Albany, Oregon 97321

MISC. CONTRACTS and
AGREEMENTS No. 3942

Dear Mr. Goode:

Attached is a fully executed copy of an agreement between Albany Little Theatre, Inc., and the Oregon State Highway Commission allowing the State to construct an arcade and necessary protective work to a building adjacent to the proposed Willamette River Bridge at Albany.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc Ivan Merchant
(conf. agreement attached)

c

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APR 2[illegible] 1970
FOR FILING

1859

**OREGON STATE
HIGHWAY DIVISION**

11-104(3)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7346

April 16, 1970

Oregon State Highway Commission Re: PUC Status Report

Gentlemen:

Since my report to you at the last Commission meeting, the following PUC Orders have been received:

PUX 761 - SXF 522 - Willamette River Bridge. An Amended Order was received allowing the proper impaired clearance during construction. The original Order authorizing construction has been reported to you previously.

PUX 764 - SXF 527 - Grade Crossing connecting 82nd Drive and Edgewater Road, Clackamas County. An Order was received authorizing this grade crossing which is on a connecting street outside of the highway right of way, but is a new crossing which was necessitated by the construction of the Park Place Interchange. The construction of this grade crossing allowed the closure of two existing grade crossings in the vicinity and greatly reduced the volume of traffic on two other grade crossings in the vicinity.

Very truly yours,

L. I. LINDAS
Asst. Attorney General
and Counsel

JLS:gc

cc: Forrest Cooper
R. L. Porter
Floyd Query
F. B. Klaboe
F. D. Morgan
D. H. Moehring

RECEIVED
APR 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUN 2 - 1970

U-104(3)
7346

April 13, 1970

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Gentlemen:

The State Highway Commission on March 24, 1970, accepted your proposal for grading, paving, structures and illumination on the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Linn and Benton Counties for the sum of $2,530,158.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Albany is received and the sum of $2,500.00 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7346.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 24, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ar
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
    Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
    F. D. Morgan
    I. D. Merchant
    D. J. Barbee
    William Geibel (SAIF)
    R. D. Asburry
    Don Beecroft

RECEIVED
APR 14 1970
FOR FILING

FORM E-30X—50M—8-60 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1970

U-104(3)
7346

To: Mr. V. E. Skoog
Controller
Building

Attention Mr. John Herr

SUBJECT: City Deposit
Willamette River (Albany) Bridge Section
Albany-Corvallis Highway #31
City of Albany

Herewith the City of Albany's warrant #744 in the amount of $2,500 to cover City's agreed share toward the illumination costs of subject project.

Bids were received on this project March 19, 1970, and receipt of this money clears the project for award.

Revisions are being considered and studied regarding the signalization at Spring Hill and North Albany Roads on the northerly end of the project; however, this is a matter to be determined and negotiated with State's contractor after award.

H. S. Cox
County and City Engineer

By Marion C. Holmes

NOTED
R. L. PORTER

for D. N. Harwell
Assistant County & City Engineer

Attached Check #744 ($2,500) received by ______________________

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
R. D. Asburry

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1970
FOR FILING

U-104(3)

7346

c

April 10, 1970

Oregon State Highway Commission

Gentlemen:

Purchase of the necessary rights-of-way for the proposed new Willamette River Bridge at Albany required the taking of a building which was constructed with a common wall between it and the adjoining property. In order to insure the safety and integrity of the building which was not taken, it was necessary to construct some protective supports and to revise some sidewalk grade. This was done by incorporating these features into an arcade.

An agreement has been prepared permitting the State to construct the arcade and do the necessary protective work as a part of the bridge contract. This agreement with the Albany Little Theatre, Inc., will be on the agenda for your consideration at the April 21 meeting.

I recommend your approval of the agreement and authorization for the Secretary to sign it for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
R. D. Asburry
R. D. Morgan

TE:ja sr

7326

Order No. 70-291

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 522

In the Matter of the Application of the STATE)
OF OREGON, by and through its State Highway)
Commission, for authority to construct a new)
overcrossing structure over the tracks of the)
Southern Pacific Transportation Company and) AMENDED
the Oregon Electric Railway Company known as) ORDER
the Willamette River Bridge Project in the)
NW¼ SW¼ SE¼ of the SW¼ of Section 6, Township)
11 South, Range 3 West, W. M., in Linn and)
Benton Counties, Oregon)

On February 24, 1970, applicant filed a request to amend Order No. 70-145 to allow a permanent impairment of the vertical clearance for the overcrossing structure granted in said order.

The proposed impairments are detailed in Drawing No. 26041, which was attached to the original application.

The request for amendment of Order No. 70-145 was served upon the Superintendent and attorneys of Southern Pacific Transportation Company, the Chief Engineer and attorneys for Oregon Electric Railway Company, the Manager of Northwest Natural Gas Company, and the City of Albany. No objection by any party has been made to the granting of the request.

Based upon the request, the files and field investigation of the Commissioner, it is found that the request should be granted upon the following terms and conditions; it is therefore

ORDERED that:

Order No. 70-145 is amended by the deletion of the last paragraph, which reads

"After completion, the new structure will have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. During construction, however, it will be necessary to require an impaired vertical clearance of 18.2' at the centerline of the new Oregon Electric Railway Company track and 17.6' at 9' south of the centerline of the track and a minimum horizontal clearance of 9'0" to the north and south of the track centerline. Authority to temporarily maintain the impaired clearances as detailed herein is hereby granted."

and by the insertion of the following paragraph

During construction, it will be necessary to require a temporary impaired vertical clearance of 18.2' at the centerline of the new Oregon Electric Railway Company track and 17.6' at 9' south of the centerline of the track and a minimum horizontal clearance of 9'0" to the north and south of the track centerline. Authority is also granted to maintain permanently impaired vertical clearance of 20.1 feet, 5 feet northerly of the centerline of the railroad track; 19.7 feet at the centerline of the railroad track; and 19.3 feet, 5 feet southerly of the railroad track.

Made, entered and effective APRIL 6 1970.

Wm R. Haley
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

RECEIVED
APR 2 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

U-104(3)
7346

April 1, 1970

Mr. R. H. Sallee
Pacific Power & Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

Re: Power Line Adjustment
Willamette River (Albany) Bridge Sec.
Albany-Corvallis Highway
Benton & Linn Counties

ATTENTION: Lloyd Lamothe, Room 700

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project dated February 16, 1970, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of March 2, 1970.

Your tabulation of poles in conflict with the subject project has been reviewed and found to be substantially correct. Your Pole No. 019402 right of Station 76+80 is not in conflict with this project or any proposed construction. Therefore reimbursement will be made for 8/25 or 32% of the cost to adjust distribution facilities. The cost to relocate your transmission facilities remains 100 per cent reimbursable.

If your relocation work has not been started, you should contact Mr. Keats Oliver, 3400 Spicer Road, Albany, Oregon 97321, Phone: 926-5571, Ext. 54, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to March 2, 1970 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
APR 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss
cc: F. B. Klaboe
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
R. D. Asburry (w/attach.) (2)
cc: Pacific Power & Light Company
P. O. Box 248
Albany, Oregon 97321

ATTN: Frank A. Benesh
Keats Oliver (w/attachment)
H. C. Johnson "
F. W. Sugnet "

Note to R. D. Asburry: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
MAR 30 1970
FOR FILING

11-104 (3
1346

March 30, 1970

Oregon State Highway Commission

Gentlemen:

On the agenda for the April 21 meeting will be a letter-form supplemental agreement with the City of Albany concerning construction of the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway, and more particularly, the stipulations pertaining to the lease of airspace beneath the new structure.

The original agreement, which was approved by the Commission at the February 3, 1970 meeting, contained regulatory clauses designed to govern use of the airspace by the City; however, the Bureau of Public Roads has deemed it necessary that this supplement be drawn in order to stipulate more definitely the clauses having to do with protective insurance, the area to be used, and the placing of advertising signs on the premises. The Bureau has now approved the original agreement subject to final execution of this supplement.

I recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
D. H. Moehring
L. H. Young
H. S. Cox
R. D. Asburry

MCH:ljt sr

RECEIVED
MAR 30 1970

BURLINGTON
NORTHERN

FOR FILING

Engineering Department

Post Office Box 571
Portland, Oregon 97207

LL-1C4(3)
7346

Routing
Morgan
Docker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glerth
Litchfield
Gallagher
Stein

RECEIVED
MAR 27 1970
CONSTRUCTION
DIVISION

March 25, 1970

Mr. A. W. Kilborn
Superintendent
Southern Pacific Transportation Co.
Portland, Oregon

Dear Mr. Kilborn:

Please refer to your file GMO 71899 in regard to the abandonment of Southern Pacific tracks in Water Street at Albany, Oregon.

This is to advise you that the Oregon Electric Railway will be in a position to lay its new track in the same location as your most northerly track in Water Street, between Washington Street and Montgomery Street, commencing about April 20 to May 4, 1970. If your Engineering Department would contact Mr. Don Thomas, Maintenance Engineer in my office (Ext. 469), arrangements can be made to co-ordinate and establish a definite date for commencing our work.

Very truly yours

NOTED
F. B. KLABOE

Regional Manager Engineering
GEL-o

cc-Mr. Richard S. Pusitch
City of Albany
Mr. T. W. Litchfield - Ted: you may wish to have your contractor co-ordinate placing storm drain with our work.
State Hwy. Dept.
Mr. H. K. Koberstein
SPT Co.

RECEIVED
MAR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FB KLABOE
FD MORGAN
ID MERCHANT
RD ASBURRY
DD BEECRAFT - TAKE APPROPRIATE ACTION WITH CONTRACTOR.
FW SCIGNET

3-27-70
F

3-5-70

RECEIVED
MAR 10 1970
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: U-104(3)

SECTION: WILLAMETTE RIVER (ALBANY) BRIDGE

WORK : GRADE, PAVE, STRUCTURE AND ILLUMINATION

COUNTY : LINN AND BENTON

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Klaboe

U-104(3)
7346

FROM: MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
FEBRUARY 25, 1970	FEBRUARY 25, 1970

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.
☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $5,500.00 AND RAILROAD PROTECTIVE SERVICES IN AMOUNT OF $3,500.00 AS SHOWN IN YOUR ESTIMATE.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S FEBRUARY 20, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE 1970 EDITION OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" IS APPROVED FOR USE ON THIS PROJECT.

AN APPROVED COPY OF THE AMENDMENT TO THE CITY AGREEMENT WITH THE CITY OF ALBANY THAT PROVIDES COMPLIANCE WITH THE REQUIREMENTS OF ATTACHMENT 3 OF PPM 80-5 AS IT RELATES TO AIR SPACE SHOULD BE FURNISHED THIS OFFICE PRIOR TO YOUR REQUEST FOR CONCURRENCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

OFFICE USE
3-10-70
Young
w/enc.

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-5-70	R. E. Simpson R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
FEB 17 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

U-104 (3)
7346

February 16, 1970

Northwest Natural Gas Company
3123 Broadway, N.E.
Salem, Oregon 97303

Re: Accommodation of Gas Line
Willamette River (Albany) Bridge Sec.
Albany-Corvallis Highway
Benton & Linn Counties

ATTENTION: Harold E. Murray

Gentlemen:

Reference is made to our letter of February 4, 1970 which established the position of the utility holes to be provided for accommodation of your gas line on the above subject structure.

Additional utility holes are now being provided and your gas line can be accommodated through the structure on a line 4 1/2 in. east of "L^2" centerline. This location should better fulfill your original request.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
I. D. Merchant
R. D. Asburry
Keats Oliver
F. W. Sugnet

RECEIVED
FEB 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

73-6

Crossing No. 3E-098.08-A

Order No. 70-145

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-522

In the Matter of the Application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to con-)
struct a new overcrossing structure over)
the tracks of the Southern Pacific Trans-)
portation Company and the Oregon Electric)
Railway Company known as the Willamette)
River Bridge Project in the Northwest)
Quarter, Southwest Quarter and the South-)
east Quarter (NW¼SW¼SE¼) of the Southwest)
Quarter (SW¼) of Section 6, Township 11)
South, Range 3 West, Willamette Meridian)
in Linn and Benton Counties, Oregon.)

ORDER

On January 9, 1970, the State of Oregon (State Highway Commission) duly filed an application with the Commissioner seeking authority to construct an overcrossing structure over the tracks and right-of-way of the Southern Pacific Transportation Company and the Oregon Electric Railway Company in the City of Albany, Linn County, Oregon.

Copies of the application were duly served upon Northwest Natural Gas Company, Southern Pacific Transportation Company, Oregon Electric Railway Company, and the City of Albany, Oregon.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

1. The authority to construct the overcrossing structure as requested herein is hereby granted.

2. Applicant shall construct and maintain the overcrossing structure and all highway appurtenances thereto.

3. Applicant shall pay for the construction and maintenance of the overcrossing structure and all highway appurtenances thereto.

4. Prior to the construction of the overcrossing structure, Southern Pacific Transportation Company, at its own expense, shall remove existing tracks in Water Street that may be affected by the overcrossing structure.

5. Oregon Electric Railway Company shall, prior to construction of the overcrossing structure and at its own expense, abandon its existing track in Water Street and construct a new track as proposed.

6. Oregon Electric Railway Company shall maintain the railroad track and appurtenances at its own expense. It shall, subject to reimbursement by the applicant, furnish such preliminary engineering, engineering inspection, watchman and flagman services as may be necessary to protect railroad operations during the construction.

After completion, the new structure will have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. During construction, however, it will be necessary to require an impaired vertical clearance of 18.2' at the centerline of the new Oregon Electric Railway Company track and 17.6' at 9' south of the centerline of the track and a minimum horizontal clearance of 9'0" to the north and south of the track centerline. Authority to temporarily maintain the impaired clearances as detailed herein is hereby granted.

Made, entered and effective FEBRUARY 16 1970.

Sam R. Haley
Public Utility Commissioner

RECEIVED
MAR 12 1970

FOR FILING

U-104 (3)
7346

Hi

February 9, 1970

2-3-70

Board of County Commissioners
Benton County
Courthouse
Corvallis, Oregon 97330

MISC. CONTRACTS and AGREEMENTS No. 3895

Attention: Ralph Schindler
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Willamette River (Albany) Bridge Section on the Albany-Corvallis Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(cont. agreement attached)

RECEIVED
MAR 12 1970

FOR FILING

El-104 (3)
7346

H l

2-3-70

February 9, 1970

City of Albany
City Hall
Albany, Oregon 97321

MISC. CONTRACTS and
AGREEMENTS No. 3898

Attention: Ernest W. Isham
City Recorder

Gentlemen:

Attached for your records are fully executed copies of a throughway agreement and an illumination agreement concerning the proposed construction of the new bridge crossing the Willamette River on the Albany-Corvallis Highway.

We have retained fully executed copies of each agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachments

cc H. S. Cox
(2 conf. agreements attached)

RECEIVED
MAR 12 1970
FOR FILING

U-104 (3)
7346

HP

February 9, 1970

2-3-70

City of Albany
City Hall
Albany, Oregon 97321

Attention: Ernest W. Isham
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 3902

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals at the intersections of the Albany-Corvallis Highway with Spring Hill Road and North Albany Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. B. Crandall
(conf. agreement attached)

RECEIVED
FEB 16 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

11-1104(3)
7346

February 9, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

Re: Willamette R. (Lyon St.) Br.
Willamette R. (Albany) Sec.
Albany-Corvallis Hwy.
Br. No. 9806

For the subject structure we propose to use a multiple compression seal which has floating "I" beams between seals and width adjusting bolts through the seals as manufactured by the Acme Highway Products Corp. We request that this be done on an experimental basis as permitted under the U. S. Department of Transportation Policy and Procedure Memorandum 20-6.3.

We believe this joint will be more water tight and dependable than others that have been used in the past.

We are requesting your permission to use this detail on an experimental basis on the subject project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer
By
[illegible]
L. L. WALLACE
L. L. Wallace
Chief Bridge Design Engineer

NOTED
TOM EDWARDS

TGT:smd
cc
✓T. E. Edwards
L. M. Young
V. E. Skoog

RECEIVED
FEB 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1970
FOR FILES

U-104(3)

7346

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: February 6, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project U-104(3)
Willamette River Bridge Section (Albany)

Upon reviewing the information furnished in Mr. Young's January 27 letter it has been determined that it would be in the public interest to waive the requirements of Paragraph 10e of PPM 21-6.3 and allow this project to proceed under the provisions of Paragraph 10f of PPM 21-6.3 and 7C(4) of PPM 21-12 with some sections of the right of way unavailable to the contractor until some time after the contract award date.

The specifications must, of course, comply with the requirements of Paragraph 6c of PPM 21-6.3. The plans must clearly delineate the areas involved.

2-10-70
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

NO
F. B. KLA

RECEIVED
FEB 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 5 - 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

U-104 (3)
7346

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 4, 1970

Northwest Natural Gas Company
3123 Broadway, N.E.
Salem, Oregon 97303

Re: Accommodation of Gas Line
Willamette River (Albany) Bridge Sec.
Albany-Corvallis Highway
Linn & Benton Counties

ATTENTION: Harold E. Murray

Gentlemen:

Reference is made to your letter to I. D. Merchant, Bridge Engineer, dated January 21, 1970 which requested that a utility hole be provided on the proposed structure over the Willamette River in Albany.

A 12-inch hole can be provided along the structure at a point 10 feet East of Highway "L^2" centerline. Your additional verbal request for concrete inserts in the bottom of the deck, midway between the diaphragms is hereby confirmed.

The cost of the installation of the inserts shall be borne by Northwest Natural Gas Company. The details for the payment of this cost will be worked out at a later date.

It will be appreciated, in the future, if all requests for utility holes in proposed structures are forwarded through the appropriate Field Utilities Liaison Engineer at the earliest possible date. This will insure proper coordination and greatly increase the possibility of inclusion in our structure plans. If further information or assistance is required, please contact Mr. Fred W. Sugnet or this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss
cc: F. B. Klaboe
I. D. Merchant
R.D. Asburry
Keats Oliver
F. W. Sugnet

RECEIVED
FEB 4 - 1970
FOR FILING

U-104 (3)
7346
To:

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1970

SUBJECT:

Mr. D. J. Barbee
Design Engineer

DESIGN

File 43476 - Frager
Willamette River Bridge Section
Albany - Corvallis Highway
Common Wall

It is our opinion that the common wall between the building we have purchased from Mr. Frager and the remaining building will have to be left in a stable condition when Mr. Frager's building is torn down and that we must do everything that is necessary engineering-wise to provide that the wall will have continued lateral support after the Frager building is demolished.

We are preparing a permit of entry to be obtained from the Albany Little Theater, Inc. and Mr. Frager allowing us to enter on the entire property sold to the Little Theater, Inc. for the purpose of inspecting the wall and doing only the work on it that we deem necessary.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:krk

cc: F. B. Klaboe
G. E. Rohde
F. C. McKinney
Frank Hall
D. O. Christensen

RECEIVED
FEB 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JAN 28 1970

U-104(3)
7346

January 27, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Willamette River (Albany)
Bridge Section
Oregon Project No. U-104(3)

Dear Sir:

We hereby request the requirements of subparagraph 7e of PPM 21-12 and 10a of PPM 21-4.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project. We plan to open bids for the project March 12, 1970.

The attached plan sheet with the restricted right-of-way area shaded will be a part of the contractor's plans. The specifications will contain the restrictive clause required in paragraph 6e of PPM 21-4.3, that the area shaded will not be available for the contractors use until May 1, 1970.

In addition to the right-of-way restriction, the contractor will not be allowed to construct span No. 8 over the railroad property before the tracks are moved, although he will be able to cross and use the railroad right-of-way. This restriction will be in force until October 1, 1970, or until the railroad has completed its track move. The railroad has started moving their tracks.

The restrictions mentioned above will effect part of the roadway construction, pier No. 7 and span No. 8 for a short period of time, but it will not cause any delay to the contractor in the final completion date or increase the cost of the project. There may be a need for an extension of time if the restrictions are extended beyond May 1, 1970 or October 1, 1970.

There is a definate urgent need to advance the project to the physical construction stage to allow the contractor to order the structural steel, plan and coordinate his work to take full advantage of the summer low-water period for pier construction.

Mr. R. E. Simpson
January 27, 1970
Page 2

The reason the property is not fully acquired is to allow the property owners their 90-day notification period required by 14-80-1-58.

If further information is needed please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.
DAR:dg

cc: F. B. Klaboe
D. J. Barbee
John Oakes
W. H. Haskins
G. G. Swanson
R. N. Chase

RECEIVED
JAN 27 1970

U-104 (3)
7346

January 27, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Albany for the installation of traffic signals at the intersections of the Albany-Corvallis Highway with Spring Hill Road and North Albany Road.

The agreement provides that the State shall install the signals at its expense as a part of the Willamette River (Albany) Bridge Section construction. The City is to maintain the signals and pay for electrical energy. The estimated cost of the two installations is $30,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the February 3 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
V. E. Skoog
E. S. Hunter
H. S. Cox
J. J. Gix
R. D. Asburry

VPJ:njc sr

RECEIVED
JAN 27 1970
FOR FILING
11-104(3)
7346

January 27, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the February 3 meeting will be two agreements concerning the proposed construction of a new bridge crossing the Willamette River on the Albany-Corvallis Highway within the corporate limits of the city of Albany. One is a throughway agreement and the other has to do with illumination of the new bridge and its approaches.

The throughway agreement provides for the State to construct and maintain the project and includes right-of-way acquisition, grading, base, paving and structures. A portion of the property required for right-of-way is owned by the City and the City has agreed to donate this parcel without cost to the State. Upon completion of construction, the City shall be allowed to use the air space beneath the structure for the development of vehicle parking and/or recreational facilities, subject to the usual regulations. One provision stipulates that the State is to install an irrigation system and landscape the embankment slopes at the southerly end of the bridge with the City to provide the water and perform maintenance on the landscaped areas. Also, the State is to prepare a landscape design which will be utilized by the City in the development of a mini-park at the southerly end of the project. The City agrees to cooperate with the State in the closure of certain streets and the relocation or adjustment of utility facilities which may be in conflict with the plans for the project.

The illumination agreement requires the State to install luminaire units and navigation lights on the structure and, following completion of construction, to perform the necessary maintenance on the navigation lights only. The City has agreed to participate in the cost of installation of the luminaire units by paying to the State a lump sum of $2,500 prior to award of the contract and to perform the required maintenance following completion. Also, the City is to pay for all electrical energy consumed by the luminaire units and the navigation lights.

I recommend your approval of these agreements and request authority for the Secretary to sign the documents for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
V. E. Skoog
H. S. Cox
R. D. Asburry

MCH:ljt sr

3/

RECEIVED
JAN 21 1970
FOR FILING

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

4-164(3)
7343

January 16, 1970

cc's sent 1-20-70

F. B. Klaboe
L. H. Young
T.C. Roake (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
R. D. Asburry (4)
C. T. Keasey (4)

NOTE
F.B. KLABOE

State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention: Frank L. Hall

Dear Sir:

We are replying to letters from your office dated January 5, 7, and 8, 1970 referring to the following plans and prospectuses:

1. Williamette River (Albany) Bridge Section
   Albany-Corvallis Highway, Linn & Benton Counties
2. Siuslaw River (Mapleton) Bridge Section
   Florence-Eugene Highway, Lane County
3. West Third Street (Rogue River) - Maple Creek
   Section, East Evans Creek County Road, FAS 15-100
   Jackson County
4. Boones Ferry Road-Pacific Highway East Section
   Hillsboro-Silverton Highway, Marion County

There will be no conflict with wildlife resources as a result of these projects and they are approved. Our only concern is that turbidities be kept at low levels in the channel change on Knowles Creek on the Siuslaw River Bridge Section.

We appreciate the opportunity to offer recommendations on this construction.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

TRANSACTION NUMBER 1-28

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-15-70

BY (Signature): MR. YOUNG'S JANUARY 8, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 158 THRU ____

EM O.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
158	U 104(3)	0.86	3,150,000	2,000,000	WILLAMETTE RIVER BRIDGE AT ALBANY, OREGON	STEEL PLATE GIRDER BRIDGE - GRADE - DRAIN - HIGH TYPE PAVEMENT - LINEAL ILLUMINATION AND TRAFFIC SIGNALS.

1-15-70

RECEIVED
JAN 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR UTILITY AND RAILROAD ADJUSTMENTS.

Young
1-19-70

NO.
F.B. KLABOE

RECEIVED
JAN 19 1970

U-104(3)
4346

RECOMMENDED
SIGNATURE AND TITLE

DATE
1-15-70

APPROVED
SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JAN 20 1970

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCAL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT
Chairman
JOSEPH I. EOFF
Vice Chairman
McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

1-104(3)
9346

cc's sent 1-16-70
F.B. Klaboe
L.H. Young
T.C. Roake (2)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (2)
R.D. Asburry (2)
C.T. Keasey (2)

January 15, 1970

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall, Assistant Design Engineer

Dear Mr. Cooper:

We have reviewed the following titled projects transmitted to us by letter dated January 5, 1970:

Willamette River (Albany) Bridge Section, Albany-Corvallis Highway, Linn and Benton County

Siuslaw River (Mapleton) Bridge Section, Florence-Eugene Highway, Lane County

NOTED
F.B. KLABOE

Our main concern is that excessive silt loads and river pollutants be kept to a minimum during construction.

Knowles Creek at the channel change is rather wide and influenced by tide levels. Thus, we recommend that the bottom of the channel change be graded in X-section so as to provide a low flow section for the first low flow fish passage period. Higher runoffs later in the year should provide natural low water channels of sufficient depth for fish passage.

The projects are approved.

Sincerely,

Burt Carnegie
BURT CARNEGIE
HYDRAULICS ENGINEER

cc Oregon Game Commission

RECEIVED
JAN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

U-164(3)
7346

January 9, 1970

Oregon Electric Railway Company
P. O. Box 571
Portland, Oregon 97207

Attention: H. F. Moy

Gentlemen:

Re: Willamette R. (Lyons St.) Br.
Willamette R. Br. (Albany) Sec.
Albany-Corvallis Highway
Linn and Benton Counties
Bridge No. 9806

In the process of developing a one-way couplet that will cross the Willamette River at Albany we are designing a structure to overcross the Oregon Electric Railway Company.

We are attaching 4 prints of Drawings Nos. 24359, 26040 and 26041, a vicinity map, plan and elevation drawing and clearance diagrams, respectively. These drawings will be used as exhibits in our request for a PUC Order.

The vertical and horizontal clearances are indicated on Drawing No. 26041 and after construction will be equal to or greater than those existing at the Ellsworth Street Bridge one block to the west. The existing clearances at the Ellsworth Street Bridge are 16.92' at the south rail of the southerly Oregon Electric track, 17.29' at the south rail of the northerly Oregon Electric track, 18.22' at the south rail of the southerly Southern Pacific track and 19.27' at the south rail of the northerly Southern Pacific track.

During construction the proposed Oregon Electric Railway line will be impaired to 18.2' at the center line of the track and 17.6' at 9' south of the center line of the track. The horizontal clearance will be 9'-0" north and south of the tracks center line during the construction period.

NOTED
TOM EDWARDS

This overcrossing is to be constructed with Federal and State funds. Since the railroad will not benefit from the construction of this structure no participation in the cost thereof is requested of the railroad.

In this construction project the State will do the following things: Prepare plans, specifications, award the contract and supervise construction and upon completion of construction maintain the overcrossing structure and other highway appurtenances.

In this construction project the railroad should do the following things for which it will be reimbursed in accordance with PPM 30-3 and all supplements thereto: Furnish preliminary engineering, and switchmen and flagmen services to protect its operations during construction.

Prior to construction and after the Southern Pacific Transportation Company has removed its tracks and the Northwestern Natural Gas Company has relocated its gas line, the Oregon Electric Railway should relocate and thereafter maintain its trackage at its own cost and expense.

After reviewing the attached prints will you please return one print each with your comments and approval noted thereon.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

DOC:jf
cc: Tom Edwards ✓
    T. W. Litchfield
    Jack Sollis

RECEIVED
JAN 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

U-1041(3)
7346

January 9, 1970

Southern Pacific Transportation Co.
Union Station
Portland, Oregon 97209

Attention: A. W. Kilborn

Gentlemen:

Re: Willamette R. (Lyons St.) Br.
Willamette R. Br. (Albany) Sec.
Albany-Corvallis Highway
Linn and Benton Counties
Bridge No. 9806

In the process of developing a one-way couplet that will cross the Willamette River at Albany we are designing a structure to overcross the Southern Pacific Railroad track which is to be removed in the very near future.

We are attaching 4 prints each of Drawings Nos. 24359, 26040, and 26041, a vicinity map, plan and elevation drawing and clearance diagrams, respectively. These drawings will be used as exhibits in our request for a PUC Order.

In this construction project the railroad should, prior to construction, remove its tracks in the immediate bridge area at their own cost and expense.

After reviewing the attached prints will you please return one print each with your comments and approval noted thereon.

Yours very truly,

Ivan D. Merchant
Bridge Engineer

DOC:jf
cc: Tom Edwards ✓
T. W. Litchfield
Jack Sollis

NOTED
TOM EDWARDS

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	**FEDERAL-AID P** (PPM

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEA
2	1 (19) (20)	US 20 0.25 Mi. W. of Albany, E. 0.86 Mi. 21 65	**ADT**	12,700	30,000 (66) (70)	9 (71)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUT
3	Gr., Dr., High-Type Pave., 1 Br. 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

CARD		
4	CLASS OF FEDERAL FUNDS ~~Primary~~ Urban	COUNTY NAME Be
	NAME OF URBAN AREA 17-31 Albany	ROUTE NO. P FEDERAL-AI 10

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		US 20 from Blossom Lane (0.25 mi. west of Albany city limits) to First and Lyons St. in Albany. /Willamette River (Albany) Bridge Section/			
5					**ROW**					
5					**CONST** (CODE)			0.86	3,150,000	2,000,000

CARD	CODE	PREPARED BY	PROJECT TOTALS			
1	1			0.86	3,150,000 (16) (23)	2,000,000 (24)
1	14	PROGRAM APPROVAL DATES				

7346

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Mi. (65)	**ADT**	PRESENT 12,700	FUTURE 30,000 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE ~~[illegible]~~ 032 (4) (9)	ITEM NO. 158 (14) (18)

					PROJECT NUMBER			I. Projects Only	
IPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) U- (23)	NUMBER 104(3)	SEQ. NO. (13)	POST MI. (24) (26)	DESIG. 27

COUNTY NAME Benton and Linn			CODE 003 043 (14) (16)	PROGRAM STAGE
ROUTE NO. P	FEDERAL-AID 10 (32)	STATE 31 (36)	U.S. 20 (37) (41)	☐ 1 OR ☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
(56) (58)	(59) (66)	(67) (76)			Gr., dr., 4-12' lanes high-type pave. with 10' shldrs. & 16' median, 1 br. W. Bd. (length 1,146'), lineal illum. & traffic signals.
					ROW-200' min.; Access Control-part; Park. Restrictions-none; Utilities & RR-adjustment req. including preparatory work
0.86	3,150,000	2,000,000	1,150,000		
0.86	3,150,000	2,000,000	1,150,000		
	(16) (23)	(24) (33)	REMARKS		

-OVER-

USCOMM DUSCOMM-DC 48905-P61

WILLAMETTE RIVER (ALBANY) BRIDGE SECTION
PROJECT NO. U-104(3)

Existing Facility

Roadway: Two 12-foot lanes of high-type pavement with 4-foot shoulders.

Structure: Steel thru truss with RCDG approaches, length 1,120', H.C. 26', loading H-15, 5' walks each side. To continue in use for E.B. traffic.

Adjacent Sections

West End: Same as above-described roadway.

East End: One-way couplet (E.B.-Ellsworth St.; W.B.-Lyons St.), 2-lanes each, high-type pavement with 42' between curbs.

Project Data

The project consists of the following:

Roadway: Grade and drain four 12-foot lanes of asph. conc. with bitum. admixture base (Type Code 6203), 10-foot shoulders, 16-foot median with left turn lanes; divides into one-way couplet with 10-foot right and 6-foot left shoulders. Curb with 4½-foot A.C. walk on left (northerly) side from Sta. 85+00 to Sta. 88+50 and curbs at westerly end with a 4½-foot conc. walk on left (easterly) side. Linear illumination, signing, traffic signal installation at Springhill Rd. and revision of traffic signals on First St.

Structure: W.B. traffic; hwy. over waterway, railroad and hwy., steel plate girder, Br. No. 9806, length 1,146', 40' H.C. (Type Code X931) with 5' walk on right (easterly) side. E.B. traffic; reconstruct. 160' of westerly end of existing bridge, Br. No. 1025D.

Railroad Crossing Data

Name:	Ore. Elec. RR	S.
No. of Tracks:	One	One
No. of Trains:	6 Per Day	No Onl
No. of High Speed Trains:	None	Non
Existing Prot.:	O'xing Str.	O'x
Proposed Prot.:	O'xing Str.	O'x
Railroad Benefit:	None	Non

Railroad adjustment and protective serv
$5,000.

Utilities, adjustment of the following

Northwest Natural Gas ....
Pacific N.W. Bell Telephone ....
Pacific Power & Light Co. ....

System Action, Airport, Water Developme

Public Hearing: Held June 5, 1968.

Location: Approved May 12, 1969.

Design: Approved August 18, 1969.

Social, Economic and Environmental Eff

Parks, Historical and Recreational Are

Coast Guard Approval of Bridge: Novem

Benton County: $2,000,000 Li

PRIDGE SECTION
(3)

high-type pavement with

ith RCDG approaches,
g H-15, 5' walks each
.B. traffic.

ibed roadway.

B.-Ellsworth St.;
high-type pavement with

llowing:

12-foot lanes of asph.
ase (Type Code 6203),
ian with left turn lanes;
ith 10-foot right and
ith 4½-foot A.C. walk on
a. 85+00 to Sta. 88+50 and
4½-foot conc. walk on left
mination, signing, traffic
hill Rd. and revision of

. over waterway, railroad
Br. No. 9806, length
931) with 5' walk on right
c; reconstruct. 160' of
ge, Br. No. 1025D.

Railroad Crossing Data

Name:	Ore. Elec. RR	S.P. Transportation Co.
No. of Tracks:	One	One
No. of Trains:	6 Per Day	No Schedule (Switching Only)
No. of High Speed Trains:	None	None
Existing Prot.:	O'xing Str.	O'xing Str.
Proposed Prot.:	O'xing Str.	O'xing Str.
Railroad Benefit:	None	None

Railroad adjustment and protective service(Type Code Y040): $5,000.

Utilities, adjustment of the following (Type Code Y060):

Northwest Natural Gas	$ 3,000
Pacific N.W. Bell Telephone	80,000
Pacific Power & Light Co.	12,000
	$95,000

System Action, Airport, Water Development: None involved.

Public Hearing: Held June 5, 1968.

Location: Approved May 12, 1969.

Design: Approved August 18, 1969.

Social, Economic and Environmental Effects Considered: Yes.

Parks, Historical and Recreational Areas: None involved.

Coast Guard Approval of Bridge: November 7, 1969.

Benton County: $2,000,000 Linn County: $1,150,000

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FOR FILING

U-104(3)
7346

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 8, 1970

SUBJECT: Second Albany Bridge

To: MEMO TO THE FILES

A meeting was held in Mr. Cooper's office on January 5 to iron out the problems that have come up concerning the relocation of certain railroad facilities in Water Street and the effect that the relocation of these facilities will have on the construction of our new bridge. A list of those in attendance is attached.

The Southern Pacific Transportation Company and the Oregon Electric Railway are utilizing four tracks in the vicinity of this new bridge. It is the proposal of the Railroads, and agreed to by the City, that all these tracks will be eliminated and replaced with one new line. This new line will be oriented in such a way as to provide the same clearance (about 19½ feet) under the new proposed bridge that now exists under the existing bridge.

Prior to the meeting, there was a difference of opinion between the Railroads and the City as to who was to pay the cost of this work. It was agreed in the meeting, however, that the Southern Pacific Transportation Company would remove all their tracks at their cost and that this removal would take place as soon as they could obtain a competent local contractor to do the work for them. As soon as Southern Pacific completes its work, the Oregon Electrical Railway will construct, entirely at its expense, the new replacement track. They will apparently do this work with their own forces and believe that they can accomplish the work within a few weeks after the old tracks are removed.

The Southern Pacific Transportation Company will give to the Oregon Electric Railway the necessary deeds and easements to use portions of their existing track which bound the limits of the relocation work and in areas where they have some title to land that will be occupied by the new track.

In order to contract this job on schedule in March, it is therefore necessary for the following people to take these actions:

1. Mr. Edwards will immediately prepare the proper documents for a PUC hearing for the bridge location only. He will use the elevation of the existing top of rail to determine the new elevation of top of rail.

2. Mr. Moy will immediately make an application to the PUC for the track relocation work described above.

3. Mr. Rice will, within the next week, provide Mr. Moy with the final grades of the new relocated track.

4. Mr. Koberstein will immediately make the proper arrangements for the local contractor to remove the existing tracks so that Mr. Moy can get in and do his work.

5. It is expected that, with everyone now in agreement on the work necessary, an ex parte order can be issued by the Public Utilities Commissioner which will allow us to contract on schedule.

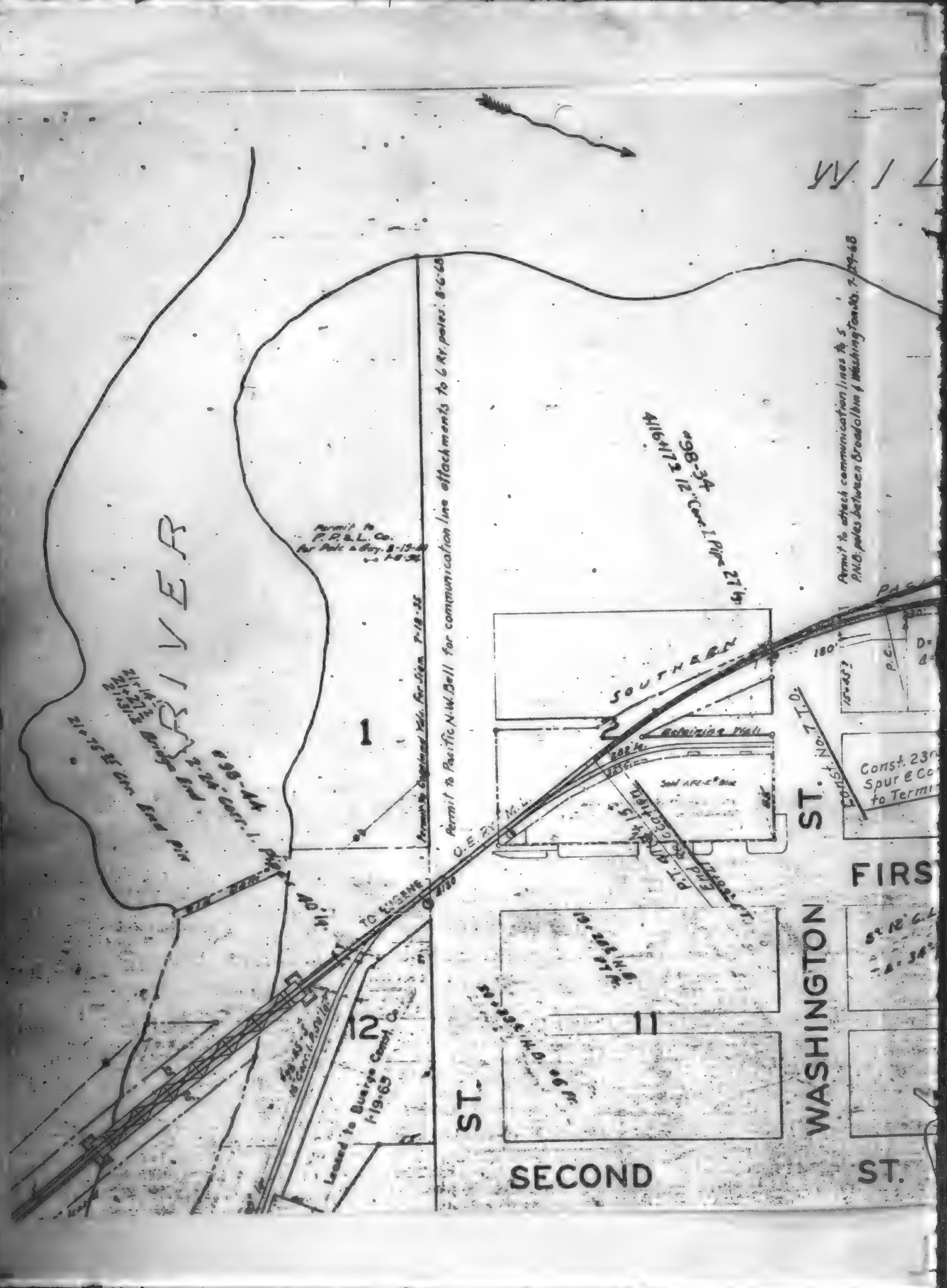
6. We will put into the contract a hold on the span or spans that will cross the relocated railroad track of six months.

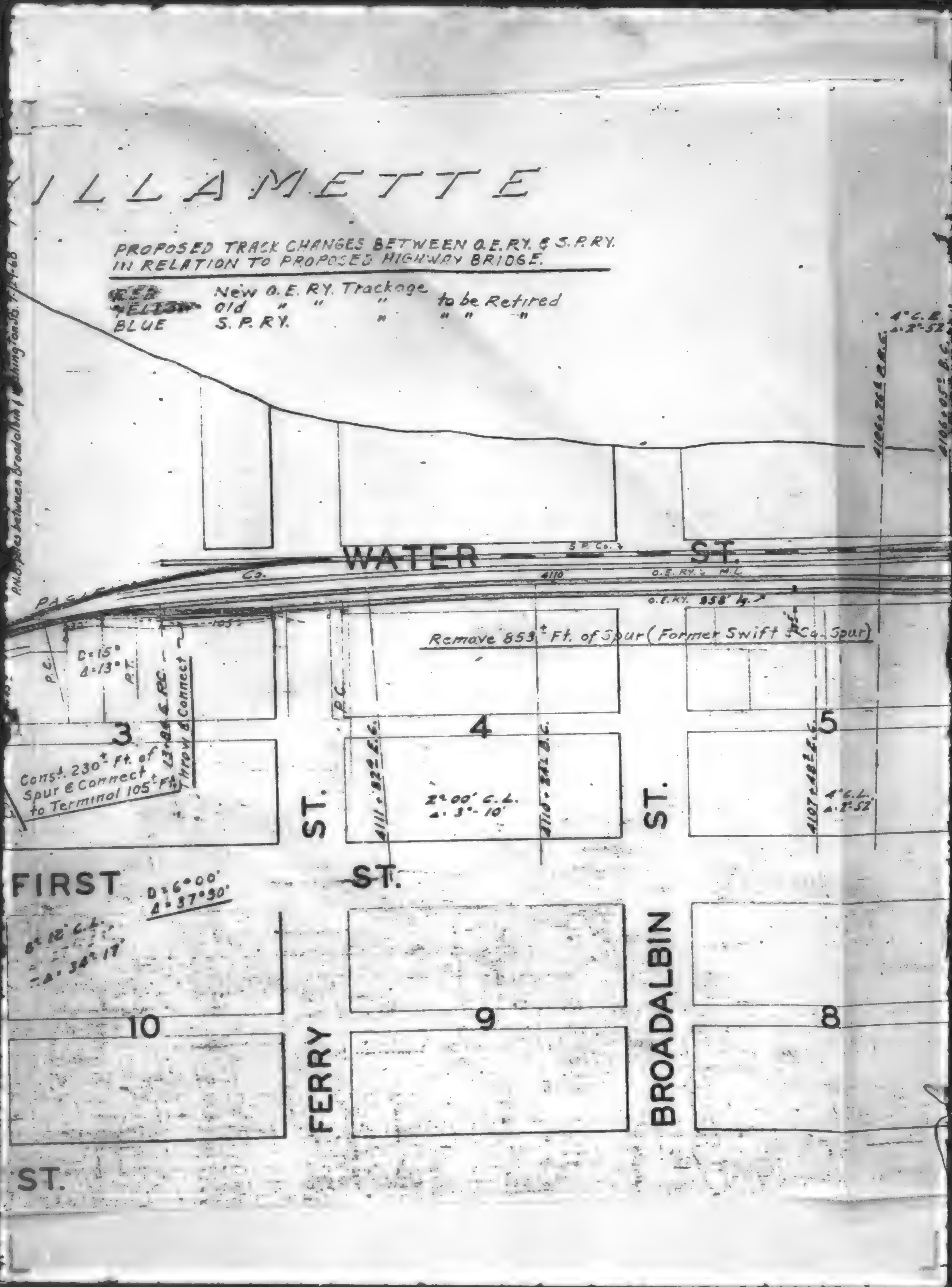
F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

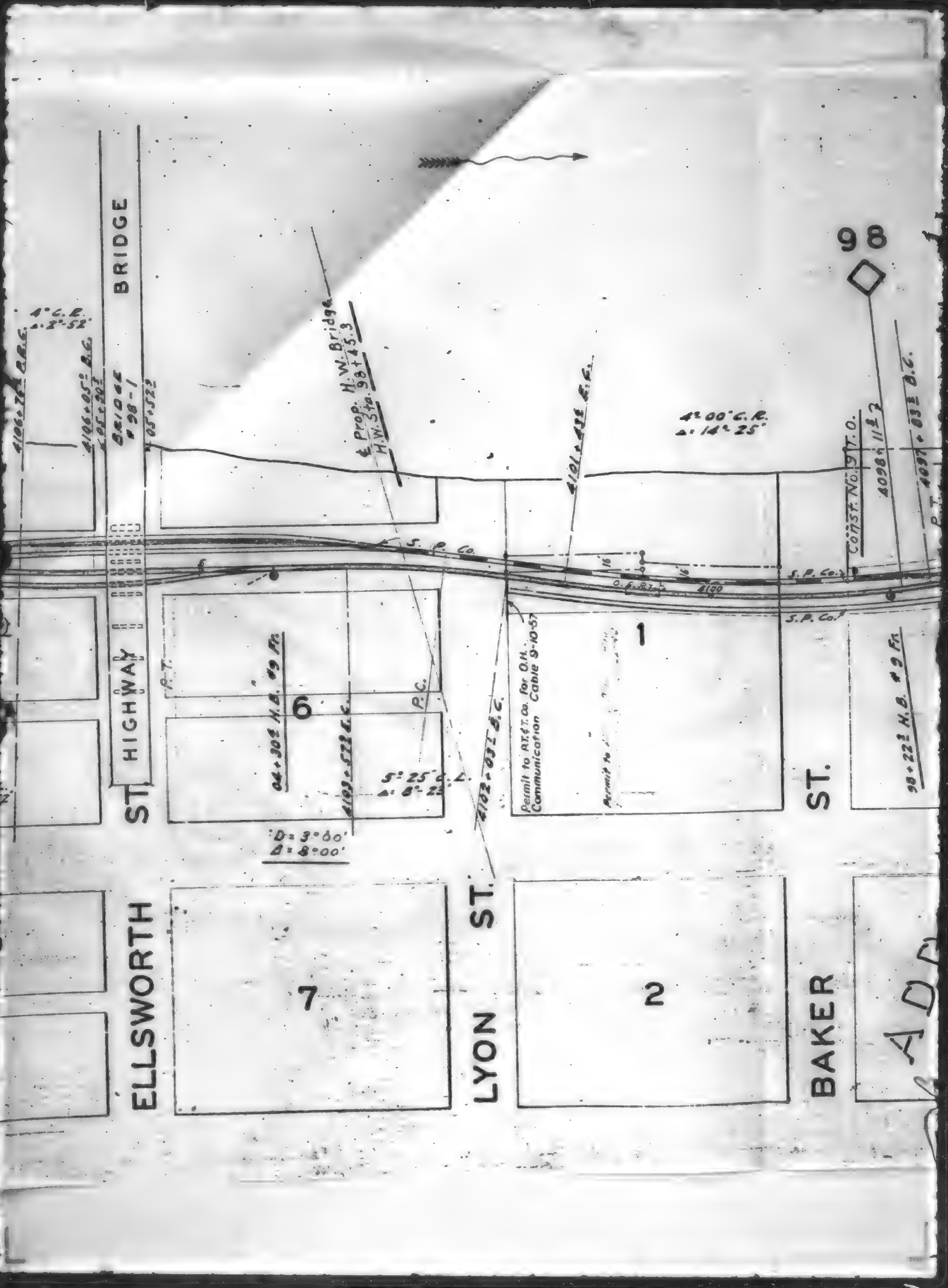
FBK:srb

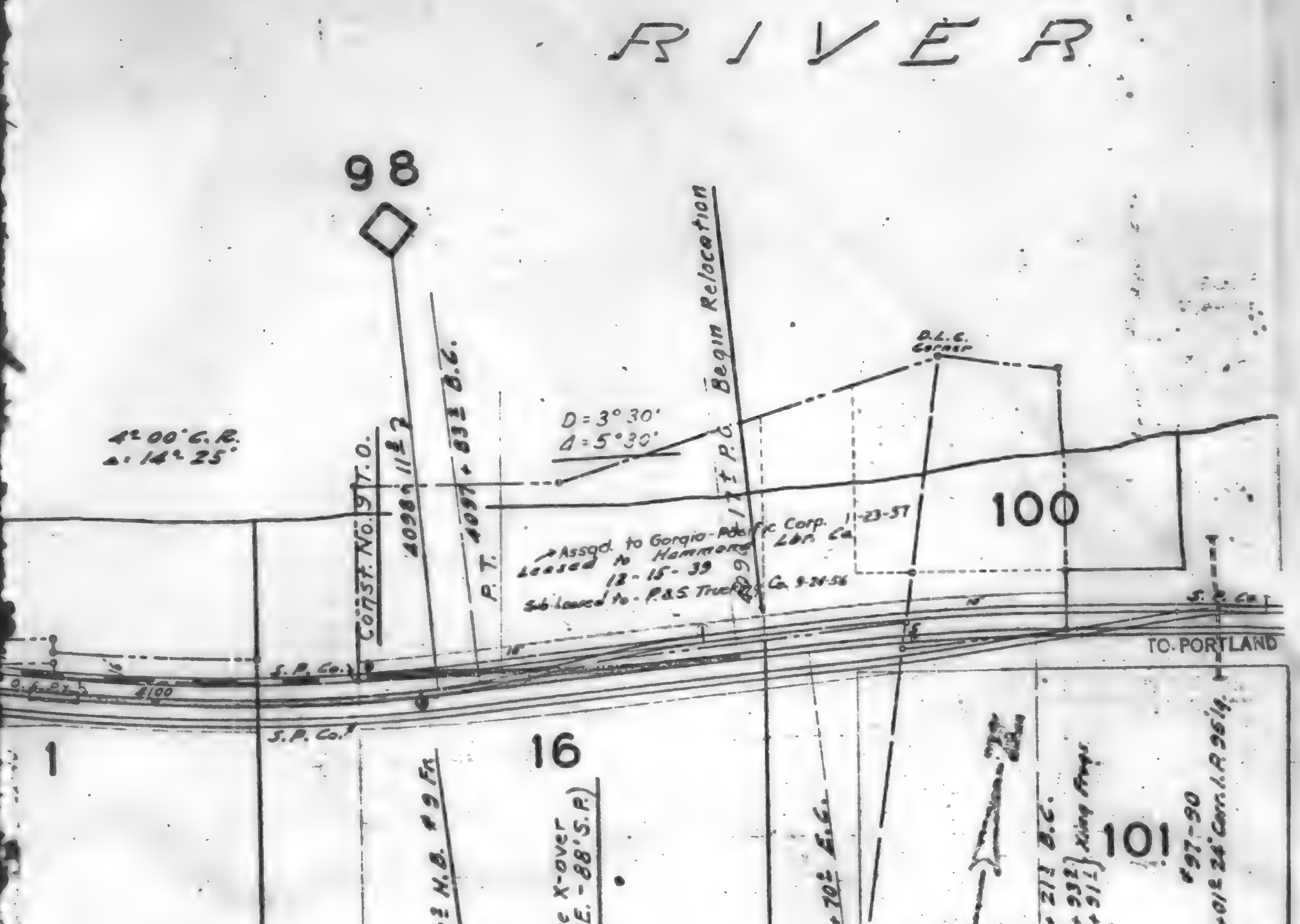
Attachment

cc: Forrest Cooper
R. L. Porter
Tom Edwards
D. J. Barbee
Ivan Merchant
H. S. Cox
Jack Sollis
T. W. Litchfield


W I L
RIVER
Permit to P.P.&L. Co. for Pole & Guy. 8-13-40
Permit to Pacific N.W. Bell for communication line attachments to 6 Ry. poles. 8-6-68
498-34
4116+172 12" Corr. I. Pipe 27 lin.
Permit to attach communication lines to 5 P.N.B. poles between Broadalbin & Washington St. 7-29-68
SOUTHERN
PAC
1
180'
P.C.
Retaining Wall
Const. No. 7 T.O.
Const. 23
Spur & Co
to Termi
O.E. Ry. M.L.
TO EUGENE
ST.
FIRS
WASHINGTON
ST.
11
12
Leased to Buerge Const. Co. 1-19-65
ST.
SECOND
ST.


ILLAMETTE
PROPOSED TRACK CHANGES BETWEEN O.E.RY. & S.P.RY.
IN RELATION TO PROPOSED HIGHWAY BRIDGE.
RED New O.E. RY. Trackage
YELLOW Old " " " to be Retired
BLUE S.P.RY. " " " "
P.N.O. poles between Broadalbin & Washington St. 7-24-68
WATER ST.
S.P. Co.
PAS
Co.
4110
O.E. RY. M.L.
O.E. RY. 858' lg.
Remove 853± Ft. of Spur (Former Swift & Co. Spur)
D=15°
Δ=13°
P.C.
P.T.
P.C.
13+24 E P.C.
Throw & Connect
105
230
Const. 230± Ft. of Spur & Connect to Terminal 105± Ft.
3
4
5
4111+82± E.C.
4110+24± B.C.
4107+48± E.C.
2°00' C.L.
Δ 3°-10'
4°C.L.
Δ 2°-52'
4°C.B.
Δ 2°-52
4106+76± B.C.
4106+05± B.C.
ST.
ST.
FIRST
ST.
D=6°00'
Δ=37°30'
8°12' C.L.
Δ=34°17
10
9
8
FERRY
BROADALBIN
ST.


98
BRIDGE
HIGHWAY
ST.
ELLSWORTH
ST.
LYON
ST.
BAKER
ST.
AD
1
2
6
7
S. P. Co.
S. P. Co.
S. P. Co.
O. & E. Ry.
4100
16
16
4° C. R.
Δ: 2°-52'
4106+76± C.R.C.
4106+05± B.C.
05+20±
BRIDGE #98-1
05+52±
℄ Prop. H. W. Bridge
H. W. Sta. 98+45.3
4101+43± E.C.
4°00' C. R.
Δ: 14°25'
Const. No. 97 T. O.
4098+11±
4097+83± B.C.
P. T.
04+30± H.B. #9 Fr.
4103+57± E.C.
5°25' C. L.
Δ: 8°-22'
P. C.
P. T.
D = 3°00'
Δ = 8°00'
4102+03± B.C.
Permit to P.T.&T. Co. for O.H. Communication Cable 9-10-57
Permit to
98+22± H.B. #9 Fr.



OREGON ELECTRIC RY.
ALBANY
Office of Chief Engineer
Date 6-20-69 Scale 1"=100'

73-6

1-8-7-

PUX 761

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to construct a new overcrossing structure over)
the tracks of the Southern Pacific Transportation Company and the Oregon Electric)
Railway Company known as the Willamette)
River Bridge Project in the Northwest)
Quarter, Southwest Quarter and the Southeast Quarter (NW¼SW¼SE¼) of the Southwest)
Quarter (SW¼) of Section 6, Township 11)
South, Range 3 West, Willamette Meridian)
in Linn and Benton Counties, Oregon.)

A P P L I C A T I O N

NO.__________________

Comes now the State Highway Commission and files its application in the above-entitled matter.

The Applicant herein respectfully reporesents:

I

That the name and address of your Applicant is State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under authority of ORS 366.205, ORS 763.040, and ORS 763.030.

III

That for the proper service, safety, and convenience of the traveling public, Applicant proposes to construct an additional new bridge over the Willamette River in the City of Albany on the Albany - Corvallis Highway. The new bridge structure will be in addition to the existing structure which connects to Ellsworth Street. The new structure will connect to Lyons Street in the City of Albany and cross the Willamette River to Benton County. The proposed structure and the existing structure are shown on Oregon State Highway Department Drawings Nos. 26040 and 26041 etitled Willamette River (Lyons Street) Bridge and Willamette River (Ellsworth Street) Bridge Reconstruction, Willamette River Bridge Section, Albany - Corvallis Highway, Linn and Benton Counties, dated September, 1969, Bridge Nos. 9806 and 1025D, and Oregon State Highway Department Drawing No. 24359 entitled Vicinity Map and Profile, Willamette River Bridge Section, Albany - Corvallis Highway, Linn and Benton Counties, revised December, 1969, attached hereto and by this reference made a part hereof.

IV

Because of the proximity of the river, an overcrossing structure is the only practical means of crossing the railroad tracks.

V

Upon completion the estimated annual average daily traffic will be 6,350 vehicles with an increase to 15,000 vehicles per day in 20 years. There are six regular through railroad movements and occasional switching movements daily on the existing Oregon Electric Railway track. There are no through train movements and only occasional switching movements on the Southern Pacific Transportation Company tracks.

VI

The proposed structure will be 1,146 feet long measured along the LE2 line and will consist of a 74', 83', 99', 123', 230', 230', 123' steel girder spans; 80', 80' post-tensioned concrete slab spans and a 24' concrete slab span. It will have a 40' roadway width between curbs and a 5' sidewalk on the east or downstream side. The structure will be located on a 800' vertical curve with an ascending grade to the north of 6.004% and descending grade to the south of 6.000%. The points of intersection of the grades are at Station 94+00 at elevation 251.27, 12 feet to the left of the LE2 line. The centerline of the highway intersects the proposed Oregon Electric Railway relocated line at Highway Station LE2 98+45.27 POT = OERR 4103+03.63 POC with an intersecting angle of 69°50' in the northwest quadrant; the existing Southern Pacific Transportation Company track at Highway Station LE2 98+50.96 POT and the existing Oregon Electric Railway track at Highway Station LE2 93+64.96 POT = OERR 4102+92.33 POC with an intersecting angle of 73°48'30" in the northwest quadrant.

VII

The following parties are affected by the proposed new structure: Southern Pacific Transportation Company, Oregon Electric Railway Company, Northwest Natural Gas Company, and the City of Albany.

VIII

Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract for the construction of the proposed bridge and supervise the construction thereof.

(b) Utilizing State and Federal funds finance the construction of said project including reimbursement to the railroads for those costs hereinafter set forth incurred in connection therewith. Accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, dated October 15, 1966 and amendments and supplements thereto.

(c) Upon completion of project, Applicant will maintain the bridge structure and all Highway appurtenances thereto.

THINGS TO BE DONE BY SOUTHERN PACIFIC TRANSPORTATION COMPANY:

(a) Prior to the construction of the proposed structure and at its own expense remove existing tracks in Water Street that may be affected by the proposed structure.

THINGS TO BE DONE BY OREGON ELECTRIC RAILWAY COMPANY:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in Paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such preliminary engineering, engineering inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of construction of the project.

(b) At its own expense and prior to construction and after the Southern Pacific Transportation Company has removed its tracks and the Northwest Natural Gas Company has relocated its gas line, abandon the existing track in Water Street and construct a new track in Water Street as shown on Drawing No. 26040.

(c) At its own expense maintain the new railroad tracks with their appurtenances and facilities.

IX

The vertical and horizontal clearances are indicated on Drawing No. 26041 and after construction will be equal to or greater than those existing at the Ellsworth Street Bridge one block to the west. The existing clearances at the Ellsworth Street Bridge are 16.92' at the south rail of the southerly Oregon Electric track, 17.29' at the south rail of the northerly Oregon Electric track, 18.22' at the south rail of the southerly Southern Pacific track and 19.27' at the south rail of the northerly Southern Pacific track. During construction the proposed Oregon Electric Railway line will be impaired to 18.2' at the centerline of the track and 17.6' at 9' south of the centerline of the track. The horizontal clearance will be 9'-0" north and south of the track centerline during the construction period.

X

That the proposed project is located in the Northwest Quarter, Southwest Quarter and the Southeast Quarter (NW¼SW¼SE¼) of the Southwest Quarter (SW¼) of Section 6, Township 11 South, Range 3 West, Willamette Meridian in Linn and Benton Counties, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and the allocation of costs thereof according herewith and for such other order or orders that may be proper in the premises.

Dated at Salem, Oregon this 8th day of January, 1970.

STATE OF OREGON, by and through
its State Highway Commission

G.E. ROHDE
Assistant Attorney General & Chief
Counsel for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

Ivan D. Merchant
IVAN D. MERCHANT

STATE OF OREGON)
) ss
COUNTY OF MARION)

Subscribed and sworn to before me this ______ day of ______________, 1970.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
DEC 29 1969
FOR FILING

LL-104(3)
7346

December 29, 1969

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the February 3, 1970 meeting will be a throughway agreement concerning construction of the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Benton County.

This agreement stipulates that the State is to construct and maintain the proposed new facility and includes right-of-way acquisition, grading, base and paving. The State is to reconstruct portions of two county roads as a part of the project and following completion, the County is to resume full responsibility for these roads. Provision is made for cooperation between the State and the County in the relocation or adjustment of utility facilities.

I recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
F. D. Morgan
H. S. Cox
R. D. Asburry

MCH:ljt sr

RECEIVED
DEC 29 1969
FOR FILING

11-164(3)

7346

12-24-69

MEMO TO FILE

Re: Traffic Signal Installation
U.S. 20 at North Albany Road
Benton County

In previous discussions with Benton County and City of Albany officials concerning construction of the Willamette River (Albany) Bridge Section, the County and City both requested serious consideration be given to installation of a traffic signal at the North Albany Road intersection. They emphasized the fact that traffic counts were now higher on this road than on Spring Hill Road (where signal installation has been authorized) and that North Albany Road served a much larger area with a rapid growth potential. County and City both indicated they felt the need for signals was so great that they would consider financial participation in the installation. In compliance with their requests, the Traffic Division approved signals at this intersection on December 22 with the provision that County and/or City participate in the cost.

This office contacted the Albany City Manager to inform him of the decision and he, in turn, consulted with his Director of Public Works and the City Manager called this office and stated that the County and City were now of the opinion that they should not be required to participate in the installation cost, but would assume maintenance and power consumption costs, basing their decision on the belief that the North Albany Road intersection should share equally in importance with the Spring Hill Road intersection.

Mainor C. Holmes

Mainor C. Holmes
Office Engineer
County and City Department

MCH:ljt
12/24/69

cc: Tom Edwards
F. B. Klaboe
L. E. George
R. D. Asburry

NOTED
TOM EDWARDS

RECEIVED
DEC 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 24 1969

11-104(3)
7346

December 22, 1969

Mr. Richard J. Pusich
Public Works Director
City of Albany
P. O. Box 490
Albany, Oregon 97321

Dear Mr. Pusich:

I have your letter of December 11 concerning lighting of the proposed new roadway southerly of the new Albany Bridge.

Normally, no linear lighting is provided by the Highway Commission, the only exception being bridges as proposed to you in my letter of August 26. The reasons are obvious, mainly that any lighting must be constructed as the bridge is being built and for this reason an exception was made.

We are not in a position to include lighting in the roadway construction unless financing can be provided by the City.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe (Referral No. 9669)
Ivan Merchant (enc.)
F. B. Crandall (enc.)
R. D. Asburry (enc.)

City of Albany

OFFICE OF PUBLIC WORKS DIRECTOR
P. O. BOX 490
ALBANY, OREGON 97321

9659

Porter

December 11, 1969

Edwards

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Lighting for New Willamette Bridge

Dear Mr. Cooper.

Enclosed is a copy of a preliminary lighting plan for the westerly approach to the bridge.

I would think it would be appropriate to continue the same lighting the State has proposed for the new bridge in this area under the same plan as per letter on August 26, 1969. The street light poles on the intersections of North Albany Road and Spring Hill Road may be incorporated into the traffic signals design.

If there are any questions, please feel free to call.

Sincerely,

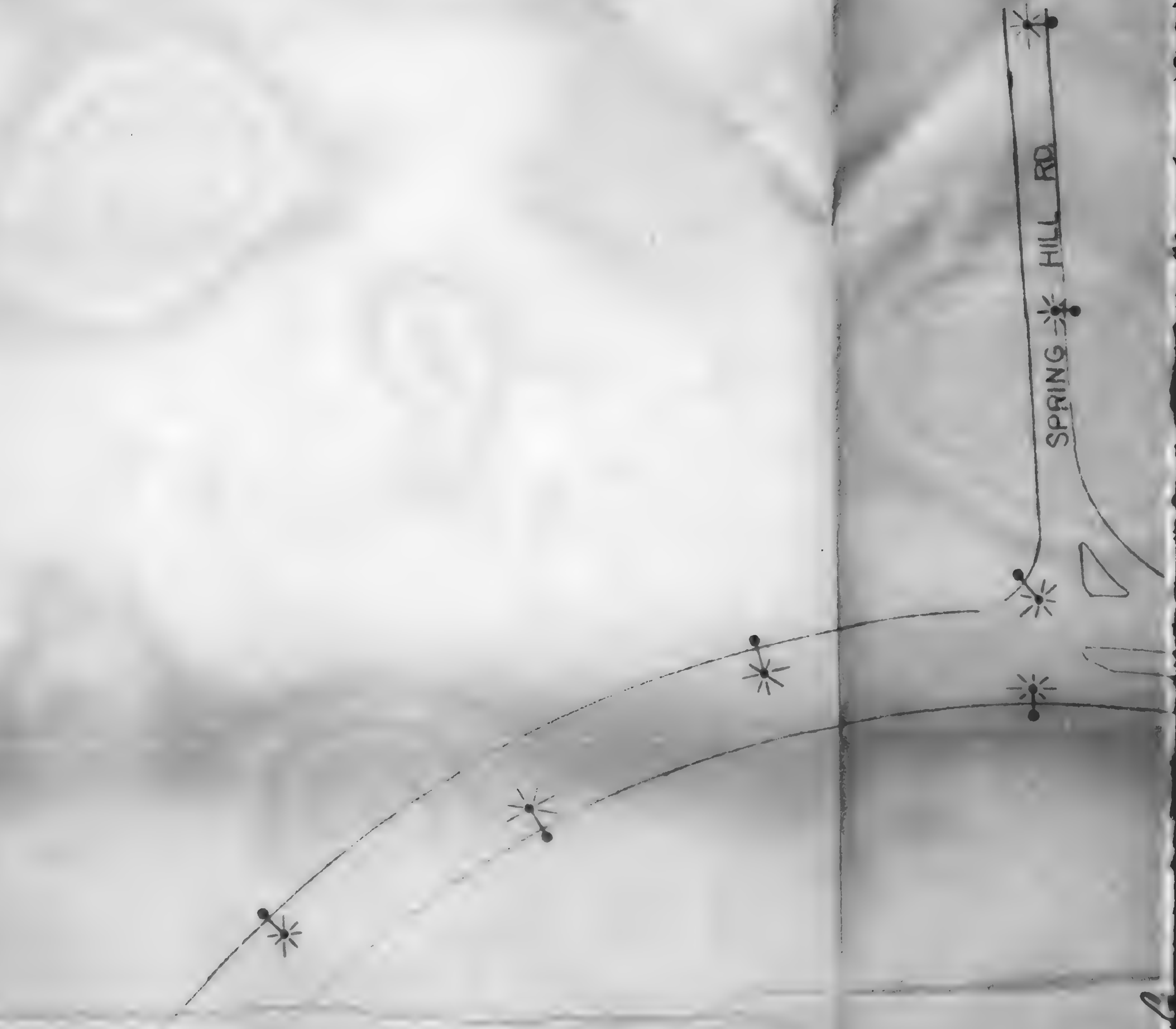
Richard J. Pusich/dj

Richard J. Pusich
Public Works Director

[illegible]

RJP:dj

RECEIVED
DEC 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER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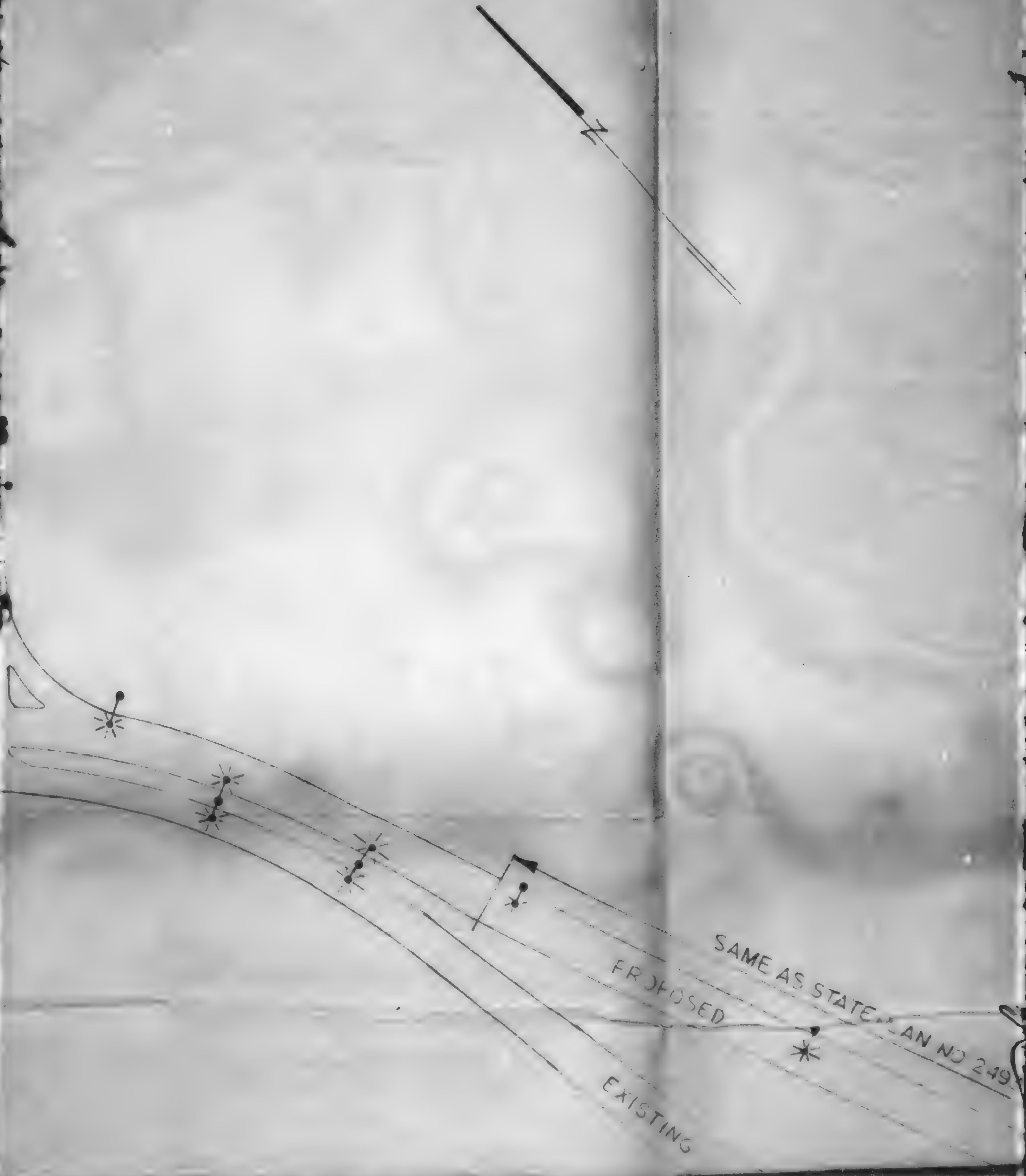
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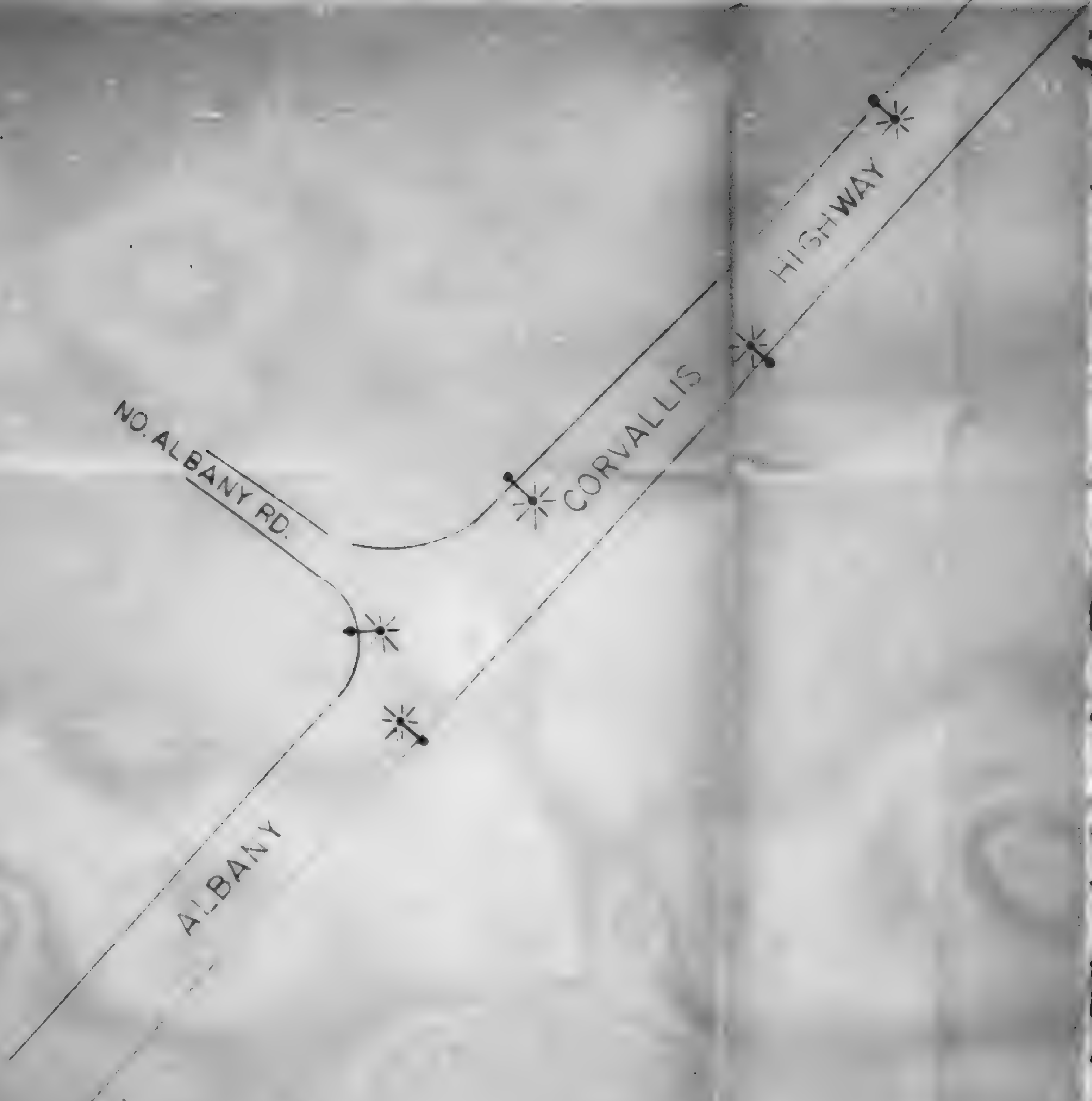
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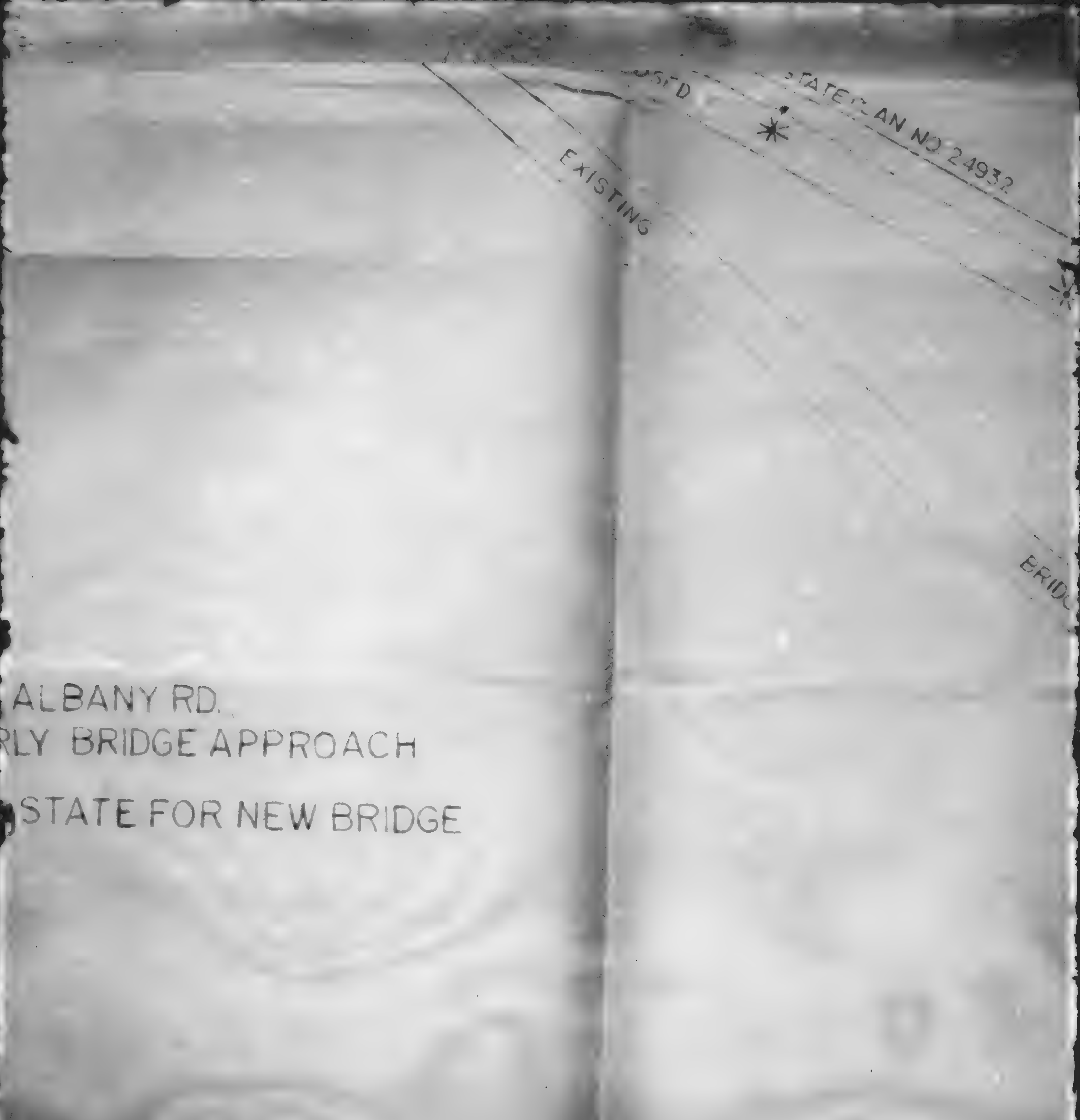
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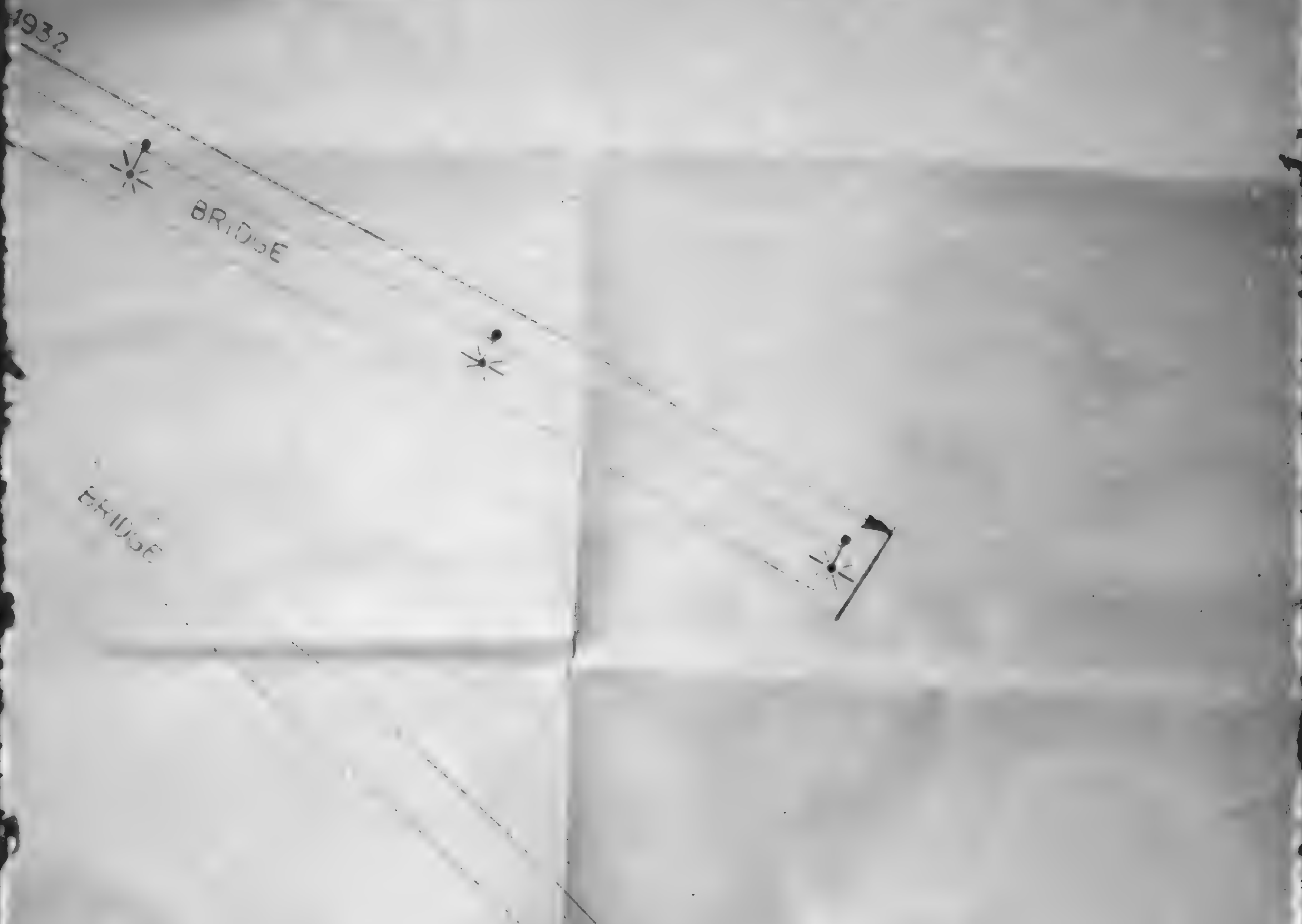
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 22, 1969

SUBJECT: Traffic Signal Installation
US20 and N. Albany Road

To:

MEMO TO FILE

This letter is to indicate for the file record that based on discussions with Mr. Edwards, Mr. Don Harwell and Mr. Mainor C. Holmes were advised this date that the Highway Division would be willing to include as a portion of the bridge construction project a traffic signal at the intersection of US20 and N. Albany Road. This would be in addition to the signal to be installed at US20 and Spring Hill Road.

The signal installation at Spring Hill Road is a cooperative project between the City and the State, the one at N. Albany would involve the County.

The agreement will be revised at such time as final details are determined.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:ap
cc: Tom Edwards
H. S. Cox

NOTED
TOM EDWARDS

RECEIVED
DEC 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 24 1969

FOR FILING

U-104(3)
7346

3147

December 22, 1969

Mr. Richard J. Pusich
Public Works Director
City of Albany
Post Office Box 490
Albany, Oregon 97321

Dear Mr. Pusich:

Re: Willamette River (Albany) Bridge Section
Albany-Corvallis Highway, Linn & Benton Counties

This is in reply to your letter of December 2 concerning certain requested revisions to our plan for the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway.

According to our data, the traffic volume on North Albany Road is less than that on Spring Hill Road. Also, the highway traffic volume is much less at the North Albany Road intersection.

The warrant for signalization of even the Spring Hill Road intersection is somewhat marginal. However, because of conditions at this intersection and the proximity to the bridge ends into the shopping center, it was decided that traffic would best be served through the installation of signals. This will provide gaps in traffic which will permit movements more readily at North Albany Road. As a result, it is not believed that there is a need for the signalization of North Albany Road at the present time. As traffic volumes increase, this need may become apparent.

We do not feel that provision for a grade separation of North Albany Road will be necessary at this time. Until traffic build-up occurs and vehicle desire lines are known, we expect to stay with our present design.

Your interest in bringing this matter to our attention is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
F. B. Crandall
R. D. Asburry- Svc.

DNS:jp srb

City of Albany
OFFICE OF PUBLIC WORKS DIRECTOR
P. O. BOX 490
ALBANY, OREGON 97321

9624

Porter

December 2, 1969

REFERRED TO
Klabos
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Second Willamette Bridge in Albany

Dear Mr. Cooper:

In a meeting on November 25, 1969 with the Benton County Engineer, Don Harwell, Ray Asbury, Mainor Holmes and Harlan Johnson, we discussed the progress of the bridge project and the recent addition of traffic signals at Springhill Road.

This brought up some interesting points since I have been involved in our area wide comprehensive plan and our figures show the North Albany Road traffic already exceeds Springhill Road by 1000 cars per day and has the potential of increasing to ± 8,000 ADT in the next few years compared with the 5000 ADT at this time.

Reviewing this with the Benton County Engineer, it was determined that we should have signals at North Albany Road also at this time, and a grade separation for North Albany Road to be included in the next phase of this project.

As you can see, the addition of signals at North Albany Road will be of utmost importance to obtain the full utilization of the bridges capacity at this time and to provide the minimum amount of safety for the motorist until such time as the interchange can be justified.

I would appreciate your consideration of this matter at your earliest possible convenience.

Sincerely,

Richard J. Pusich
Richard J. Pusich
Public Works Director

Routing
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A. Olson
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Terpin
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Hacklemen
Scott
R. Olson
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RJP:dj

cc: City Manager

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DEC 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 2[illegible] 1969
FOR FILING

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7346

December 22, 1969

3161

Mr. Howard G. Kraus, P. E.
County Engineer
Benton County Road Department
360 S. W. Avery Avenue
Corvallis, Oregon 97330

Dear Mr. Kraus:

Re: Willamette River (Albany) Bridge Section, Albany-Corvallis Highway, Linn and Benton Counties

This is in reply to your letter of December 8 concerning our plans for the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway. North Albany Road has not been excluded from our study of this area.

According to our data, the traffic volume on North Albany Road is less than that on Spring Hill Road. Also, the highway traffic volume is much less at the North Albany Road intersection.

The warrant for signalization of even the Spring Hill Road intersection is somewhat marginal. However, because of conditions at this intersection and the proximity to the bridge ends into the shopping center, it was decided that traffic would best be served through the installation of signals. This will provide gaps in traffic which will permit movements more readily at North Albany Road. As a result, it is not believed that there is a need for the signalization of North Albany Road at the present time. As traffic volumes increase, this need may become apparent.

Your interest in bringing this matter to our attention is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
F. B. Crandall
R. D. Asburry - Enc.

DNS:jp srb

BENTON COUNTY ROAD DEPARTMENT
360 S. W. AVERY AVENUE
TELEPHONE 752-4041
HOWARD G. KRAUS, P. E., COUNTY ENGINEER
CORVALLIS, OREGON 97330

Porter

9658

Routing
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RECEIVED
DEC 12 1969
DESIGN
DIVISION

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

December 8, 1969

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
O.S.H.D. Building
Salem, OR

Dear Mr. Cooper:

Subject: Willamette River (Albany) Bridge Section,
Albany-Corvallis Highway

During a recent visit by members of your staff, associated with the Albany Willamette River Bridge Project, I was advised to direct the concerns and objections of Benton County to your office.

Our primary concern with this project is the control of traffic at the intersections of Springhill and North Albany roads. It is our understanding that since the Preliminary Drawings, dated 11-2-69, were made that the Highway Department has decided to install traffic signals at the Springhill Road Intersection and to ultimately construct an inter-change at this location.

Benton County's objection is centered on the fact that the North Albany Road intersection was not included in this traffic control plan. North Albany Road has had a steady increase in traffic usage with the development of the residental community in that area. The following are counts that were taken by the County immediately North of the Highway 20 intersection over the past few years:

January	1964	=	1341	24 hour equipment
March	1966	=	1878	24 hour equipment
January	1967	=	3201	24 hour equipment
February	1968	=	3071	24 hour equipment
July	1969	=	4287	24 hour equipment

This, the North Albany Road, route presently carries approximately 1000 more vehicles per day than Springhill Road and is located so as to serve as the arterial route into the greater North Albany area.

Your consideration of this matter is requested. Our Engineering Department and Planning Office records and facilities, will be available to your staff.

Thank you for your assistance and consideration.

Yours truly,

Howard G. Kraus

Howard G. Kraus, P.E.
County Engineer

County Commissioners:

Melvin S. Hawkins
Melvin S. Hawkins

Stanley A. Thompson
Stanley A. Thompson

W M Burkhart
Wally M. Burkhart

RECEIVED
DEC 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7364

12-18-69

MEMO TO FILES

A meeting was held this morning in the Albany City Manager's office concerning the proposed new Albany Bridge. Those in attendance were R. D. Asburry, Division Engineer, Roy Olson, Landscape Engineer, Larry Rice, City Manager, Richard Pusich, Director of Public Works, and the writer.

The City Manager was handed two copies of a revised traffic signal agreement, which replaces an agreement previously sent, concerning signalization of the Spring Hill Road Intersection. County and City are both requesting that consideration also be given to a traffic signal at North Albany Road, and expressed a willingness to participate in the cost of such an installation.

City has also requested additional illumination to extend from the bridge to North Albany Road. They were informed that their request was under consideration and, if approved, City would probably be required to perform maintenance and pay electrical energy costs for the luminaires. (Five additional units approved 12/18/69.)

The only questions concerning terms of the throughway agreement had to do with landscaping and design of a mini-park at the southerly end of the project. After being shown several possible designs for a park development, they selected the one which pleased them most and asked that the automatic sprinkler system for State's portion of the landscaping be installed in such a manner as to allow future expansion of the system by City. They were informed that this could be done.

The City officials stated that they would recommend approval of the agreements to the City Council and would request action to be taken at the Council meeting on Monday, December 22, 1969.

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County and City Department

MCH:ljt
12/18/69

cc: R. D. Asburry
Roy Olson
Val Johnson

12-23-69 Apparently the Co-City do not wish to Participate at N Albany Road. Edwards will handle from here out. FBK.

REFERRED TO
Edwards
BY ASST. STATE HWY. ENGR.

Copy - Cox
Val Johnson
Asburry
12-23-69
Orig - Klaboe

Approved

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

RECEIVED
DEC 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
DEC 10 1969
FOR FILING

U-104 (3)
A. W. KILBORN
SUPERINTENDENT
7346

Southern Pacific Company

December 5, 1969
UNION STATION, PORTLAND, OREGON 97209

IN REPLY PLEASE REFER TO

GMO 71899

Routing
Morgan
Walker
Litchfield

RECEIVED
DEC 8 1969
CONSTRUCTION
DIVISION

Mr. Richard J. Pusich
Public Works Director
City of Albany
P. O. Box 490
Albany, Oregon 97321

Dear Sir:

Acknowledge your letter of December 2, relative to Water Street track abandonment, Albany.

We have not forgotten about the proposed improvement pending regarding construction of a new bridge over the Willamette River and the development of Water Street by the City of Albany.

We have just recently received authority to abandon trackage on Water Street and to finalize agreement with Oregon Electric for taking over balance of our trackage on Water Street and serving industries located in this area.

As soon as we have the final agreement with Oregon Electric, we will be in a position to inform the City and the State as to our concurrence of any abandonment of trackage or relocation of trackage on Water Street. This will be handled as soon as possible.

Yours truly,

NOTED
TOM EDWARDS

AWKilborn

Copies to:
Tom Edwards
ID Merchant
DJ Barber
HS Cox
RD Asburry
FW Sugnet

cc: Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
DEC 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Mr. H. F. Moy
Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland, Oregon 97207

12-9-69
F

RECEIVED
OCT 29 1969
FORM 2-30-X (12-67)

Cl-104(3)
7346

P

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 28, 1969

To: The File

SUBJECT: North Albany proposed acquisition under the Willamette River Park System program

Ems NP Parks Will R.

Friday, October 17, the following met in Dave Talbot's office at 3:00 p.m. for the purpose of discussing a proposition of Mr. Larry Rice, City Manager of Albany:

Larry Rice, City Manager, Albany
Mike Martin, Recreation Director, Albany
Vince Orsi, City Engineer, Albany

Lloyd P. Shaw, Assistant Highway Engineer, State of Oregon
R.D. Asburry, Division Engineer " " "
Dave Talbot, State Parks Superintendent " " "
George Churchill, Willamette River Parks System " " "
Leo Larsen " " " " " " "

Mr. Rice's proposition was essentially as follows:

In the purchase of right of way for the new Albany bridge, the state is extending its taking line to the river. Why not pretend that the riverfront purchase is Greenway, submit a state application and be reimbursed for half the cost, take that money and follow the same procedure for more river frontage, then convey the land to the City of Albany.

Mr. Rice was told that while the rules might possibly be construed to accomplish this, it certainly was not the intent of the law, nor was it the policy of the Highway Division to apply for such aid.

Mr. Talbot said he could not speak for the Highway Commission, but he was of the opinion that they would not entertain such an idea, nor would he take the idea to them.

Mr. Rice said he would accept Mr. Talbot's opinion as final.

George W. Churchill, Director
Willamette River Park System

GWC:jw
cc: L.P. Shaw
R.D. Asburry
D.G. Talbot

NOTED
LLOYD P. SHAW

RECEIVED
OCT 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OCT 14 1969

U-104(3)
7346

October 9, 1969

MEMO TO FILES
Willamette River (Albany) Bridge
Albany-Corvallis Hwy. #31
City of Albany

On Wednesday, October 8, Messrs. R. D. Asburry, G. W. Wimer, W. Cole, and the writer met with City Manager Larry Rice and Public Works Director Dick Pusich relative to State's proposed construction of subject section.

The State has prepared three alternate plans for the southerly end of the new structure, and the City requested we use Plan III, the section with dirt fill with landscaping.

The City has tentatively agreed to future maintenance of the landscaped areas and also requested we design a landscape plan for the excess property in the southwest corner of the project to be used as a "mini-park" by City. If possible, restrooms should be considered and made a part of the plan. The location of sidewalks serving lower level would be dependent upon this design.

The City has also requested costs (estimate) of right-of-way acquisition on this project as they would like to apply for Greenway Funds for additional purchase (this may not be applicable, especially if condemnation is involved).

The City is agreeable to closure of Lyon Street near the south-end bridge abutment (mid-block) and requested access to parking lot off Lyon Street near pier on south edge of Water Avenue. (This will allow for closure of existing alleyway.)

The City has determined the matter of reconstruction of Water Avenue is strictly between City and the two railroads involved (S.P. Co. and O.E.), and the State will not be involved in this instance (track-structure clearance only).

A matter of much correspondence and concern is that of illumination on the new structure. The City has now consented to assumption of power and maintenance costs upon completion of the project. They are much impressed with a "Lucalux" lamp and would appreciate our consideration of possible use if appropriate.

If the foregoing is agreeable to the parties involved, this office will undertake the drafting of an agreement to cover the matters.

D N Harwell
D. N. Harwell, Assistant Engineer
County and City Division

DNH:mm

cc:	R. L. Porter	Frank Terpin (Cole)
	Tom Edwards	R. D. Asburry
	F. B. Klaboe ✓	F. B. Crandall
	D. J. Barbee	Roy Olson

RECEIVED
OCT 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Albany

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 9, 1969

NOTED
H. S. COX

To: MEMO TO THE FILE

SUBJECT: Willamette River Bridge
Albany-Corvallis Highway

R. D. Asburry, Don Harwell, Bill Cole and I met with Albany City Manager Larry L. Rice and City Engineer Dick Puiach yesterday relative to an agreement for the proposed Albany Bridge.

Among other things Rice expressed a desire to obtain data about our right of way cost. He wanted such as a possible basis for obtaining Green Way funds for acquiring other river bank properties in the area.

Determined that $350,000 is programmed for right of way acquisition. Informed him of this as well as that current detailed appraisals are underway and that a two-year old semi-detailed appraisal showed a tentative $290,000 estimated cost. Also told him that negotiations would likely not start for ten days and that the first option would probably not be signed before the end of the month. There could be condemnations;in fact, all of the files have been authorized for such.

Also told him that Lincoln Hale, on the sketchy information I provided, wasn't inclined that these right of way costs could be used for qualifying for further Federal funds. I did refer Rice to Hale for further detailed conversations.

As a matter of further interest, State funds are being utilized to acquire this right of way and no right of way cost was quoted at the formal public hearing and no record can be found in a quick review of our file of any right of way cost that might have been cited at the informal hearing.

R. D. Asburry
DIVISION ENGINEER

by

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

cc: D. H. Moehring
Fed Henry
Donald Harwell
Lincoln Hale
F. B. Klaboe
D. J. Barbee

RECEIVED
SEP 29 1969
FOR FILING

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

11-14-4(3)
7346

September 25, 1969

Commander
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Re: Willamette River Bridge at Albany
Albany-Corvallis Highway
Linn & Benton Counties
Bridge No. 9806

On July 8, 1969, we submitted for your approval our request for a navigation permit in which we stated inasmuch as two navigation channels will be provided that we propose to revise the navigation lights.

We are attaching 4 prints of Drawing No. 24634 which show the plan and elevation of the subject structure. On this drawing we have indicated the location of the above mentioned navigation lights. We submit these drawings for your approval.

Yours very truly,

IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

TCR:jf

cc: Tom Edwards
R. D. Asburry

NOTED
TOM EDWARDS

RECEIVED
SEP 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 17 1969
FOR FILING
U-104(3)
7346

September 15, 1969

Mr. Richard J. Pusich
Director of Public Works
P. O. Box 490
Albany, Oregon 97321

Dear Mr. Pusich:

Reply is made to your letter concerning the lighting on the Willamette River Bridge at Albany.

I must answer your fourth question first. The State Highway Division does not, as a general policy, provide for roadway illumination under any conditions except on a freeway and then only if the local jurisdiction agrees to accept responsibility for maintenance and power.

In the case of the Albany Bridge, my query was directed to the City for the reason that certain facilities must be incorporated into the bridge in case lighting is to be achieved. We had elected to request a deviation from the Commission's policy in this one instance only due to the difficulty of separating the items of cost from the bridge contract per se. However, if the City does not wish to accept the responsibility for the maintenance and power costs, then the bridge will revert to the same category as any other street where the lighting, if any, is provided by the City.

On this basis, we would ask your reconsideration of our request. If the City, upon re-examination of the proposal, elects to assume the power and maintenance costs I will have our lighting engineers meet with you to discuss the type and placement of the lights.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)
F. B. Crandall (enc.)
H. S. Cox (enc.)

TE:ja

City of Albany

OFFICE OF CITY ENGINEER
P. O. BOX 490
ALBANY, OREGON 97321

September 12, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Lighting Willamette Rive Bridge - Albany

Dear Mr. Edwards:

I have reviewed the plans submitted to the city on August 26, 1969, and have the following questions.

1. Since I don't have a photometric curve for this lamp, it is hard for me to evaluate the lighting on the lane fartherest from the lights, and am wondering if lights on both sides of the bridge would be more effective.

2. If not a double row of lights, have you considered the use of the Lucalux lamp in lieu of mercury vapor?

3. Is the height of the lamp 30 feet or 33 feet?

4. As far as the maintenance and power costs are concerned, I believe the State should pay for these also since this is a structure provided by the State for the safety and convenience of people using the State Highway system.

If there are any questions, please feel free to contact my office.

Sincerely,

Richard J. Pusich
Director of Public Works

RJP:dj

RECEIVED
SEP 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1969
FOR FILING

H. F. MOY,
SECRETARY
CHIEF ENGINEER
U-164(3)
7346

FORM 1810

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND, OREGON 97207

September 9, 1969

Routing 6
Morgan
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RECEIVED
SEP 1
CONSTRUCTION
DIVISION

Mr. Richard Pusich
Director of Public Works
City of Albany

Dear Mr. Pusich:

I am enclosing two prints of a drawing showing our proposed relocated line on Water Street located so as to provide a 4 foot sidewalk and 4 foot planting strip on the river side as you suggested in a meeting in your office August 4, 1969.

We can follow this alignment by tightening our curve slightly and still pass under the bridge at our original planned location. This will place our proposed track between the two existing Southern Pacific tracks west of Ellsworth Street. It should be noted that this would place our proposed track directly over a gas line that seems to have been laid between the two existing Southern Pacific tracks. This could not be tolerated from our point of view and undoubtedly the Gas Company would feel the same. With this problem in mind, could you furnish us with the locations of all underground utilities that would pass under the proposed track or that would closely parallel it between Baker Street and Washington Street.

We have not indicated street access under the bridge at Ellsworth Street as we believe this would be hazardous and access could be provided at Broadalbin and Lyons Streets. Between Broadalbin and Baker Streets, it would be both preferable and safer to have one way traffic eastbound which would fit the existing one way grid pattern. Between Lyons Street and Baker Street we have shown the street necking down to one lane in order to avoid conflict with the spur on the south side of the street. If this spur should be removed then two lanes could be provided. The street in this area would be entirely on Southern Pacific ownership.

NOTED
TOM EDWARDS

RECEIVED
SEP 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Changing the track between Lyons Street and Baker Street to a main line operation adjacent to the sash and door plant will create a hazardous condition. At present the mill apparently loads through at least two doors where the trucks park upon the track while loading. There is also a driveway between two of their buildings where sawdust is loaded into a truck from an overhead bin. Since the plant has loading docks at both Lyons Street and Baker Street it would be feasible for them to rearrange their internal flow to make use of these existing docks for loading instead of the doors now used. A driveway across the tracks could be provided for access to the sawdust bin for truck loading. In this case the truck would not be parked on the track during loading operation. The doors presently being used were originally placed for railroad car loading, and the property being used is private property belonging to the Oregon Electric Railroad.

I believe it would be better if the plant owners were approached by the City rather than the railroad with an explanation of the changes proposed and attempt to persuade them to voluntarily change their loading operation.

We have been in contact with the local engineering people of the Southern Pacific but they advise their principals in San Francisco have not as yet given approval for the track abandonments and removal necessary to implement this plan.

The Oregon Electric is budgeting money for track changes necessary between Washington and Baker Streets for our 1970 budget.

If I can be of any further assistance in resolving any problem involved in getting this project under way please advise.

(Signed) H. F. Moy

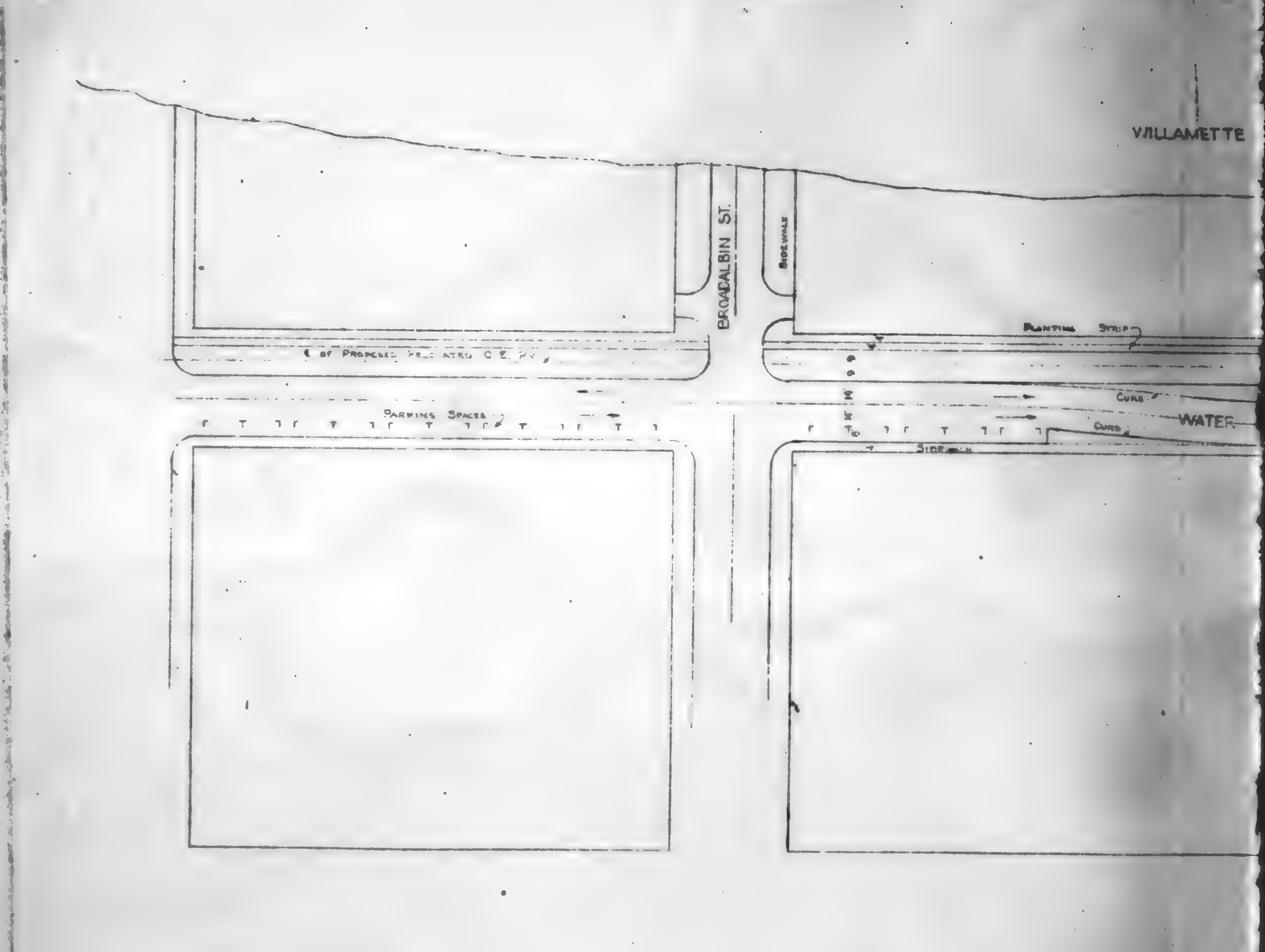
Chief Engineer

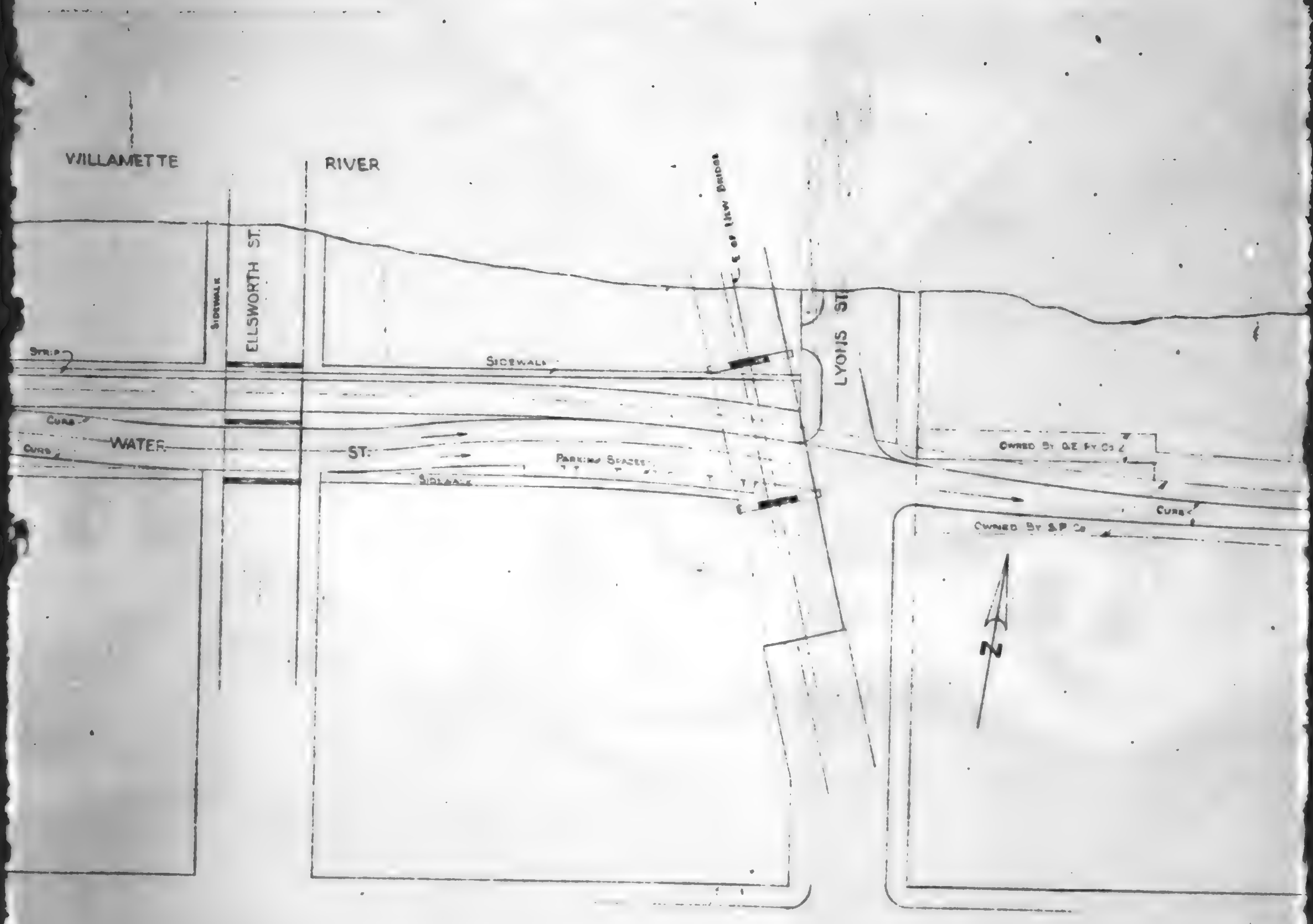
GEL:rc
Encl.

cc: Ted Litchfield ✓ – We have investigated the possibility of using the S. P. tracks as a shoofly in case we have to remain in our present location during bridge construction. Their track is in such condition that it would be necessary to completely rebuild it for our operation.

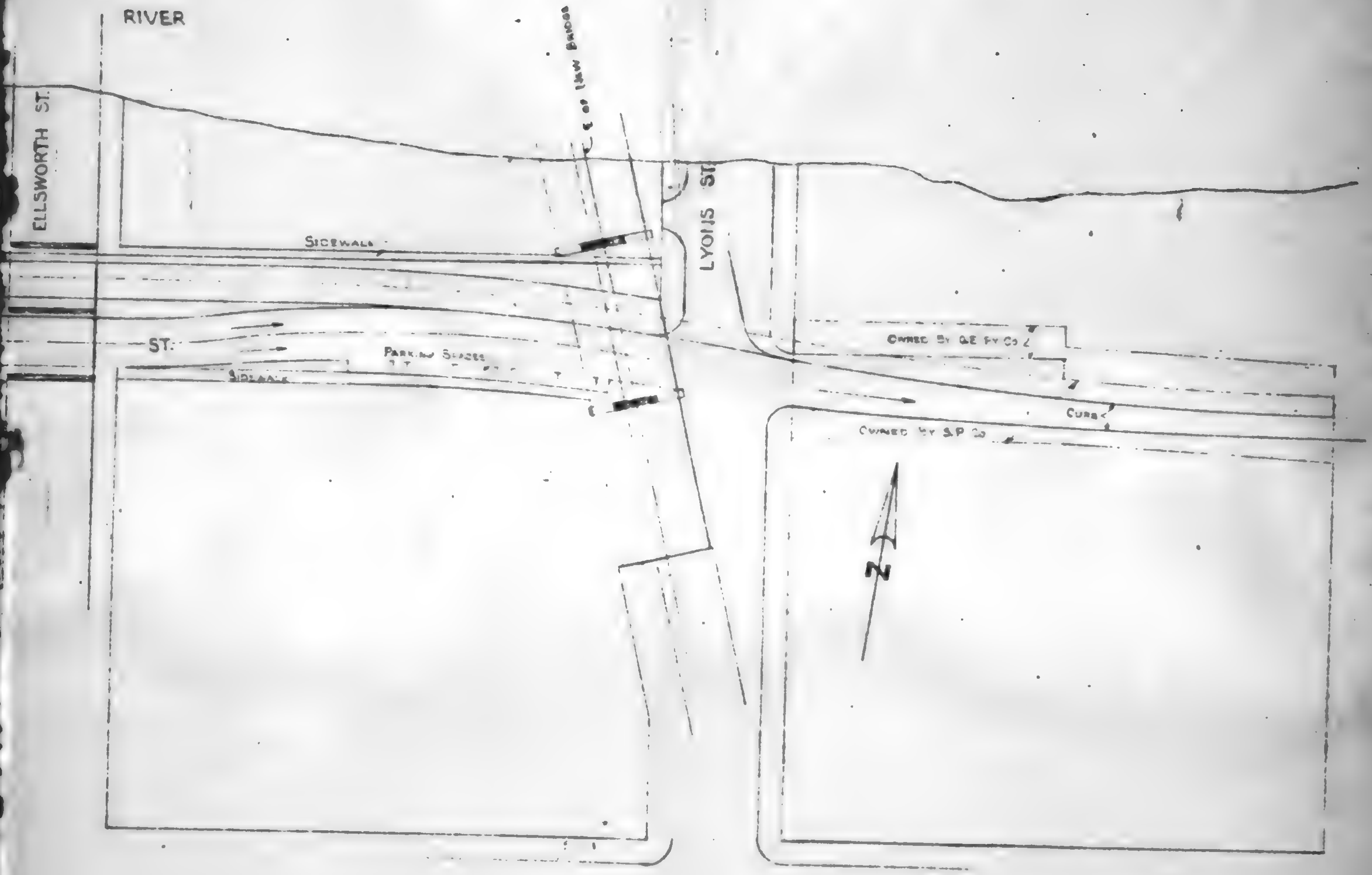
Oregon State Highway Department

FB KLABOE
TOM EDWARDS
DJ BARBUTE
ID MERCHANT
FO MORGAN
HS COX
RD ASBURRY


WILLAMETTE
BROADALBIN ST.
SIDEWALK
PLANTING STRIP
℄ OF PROPOSED RELOCATED O.E. RY.
PARKING SPACES
CURB
CURB
WATER
SIDEWALK



OREGON ELE
.LBA
Office of Chi
Date 9-4 69



OREGON ELECTRIC RY.
ALBANY
Office of Chief Engineer
Date 9-4-69 Scale 1"=80'

RECEIVED
AUG 26 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

FOR FILING
U-104 (3)
7346

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 21, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project F-104(-)
Willamette River Bridge at Albany
Preliminary Plan 7

I approve the preliminary plans as outlined by Messrs. Marchant's and Edward's transmittal of July 1 and August 5, 1969.

Submitted for your information is a recent sketch of riprap protection for midchannel piers used by the State of Washington. Our hydraulics engineer feels this sketch shows an excellent method of stream bed and pier protection.

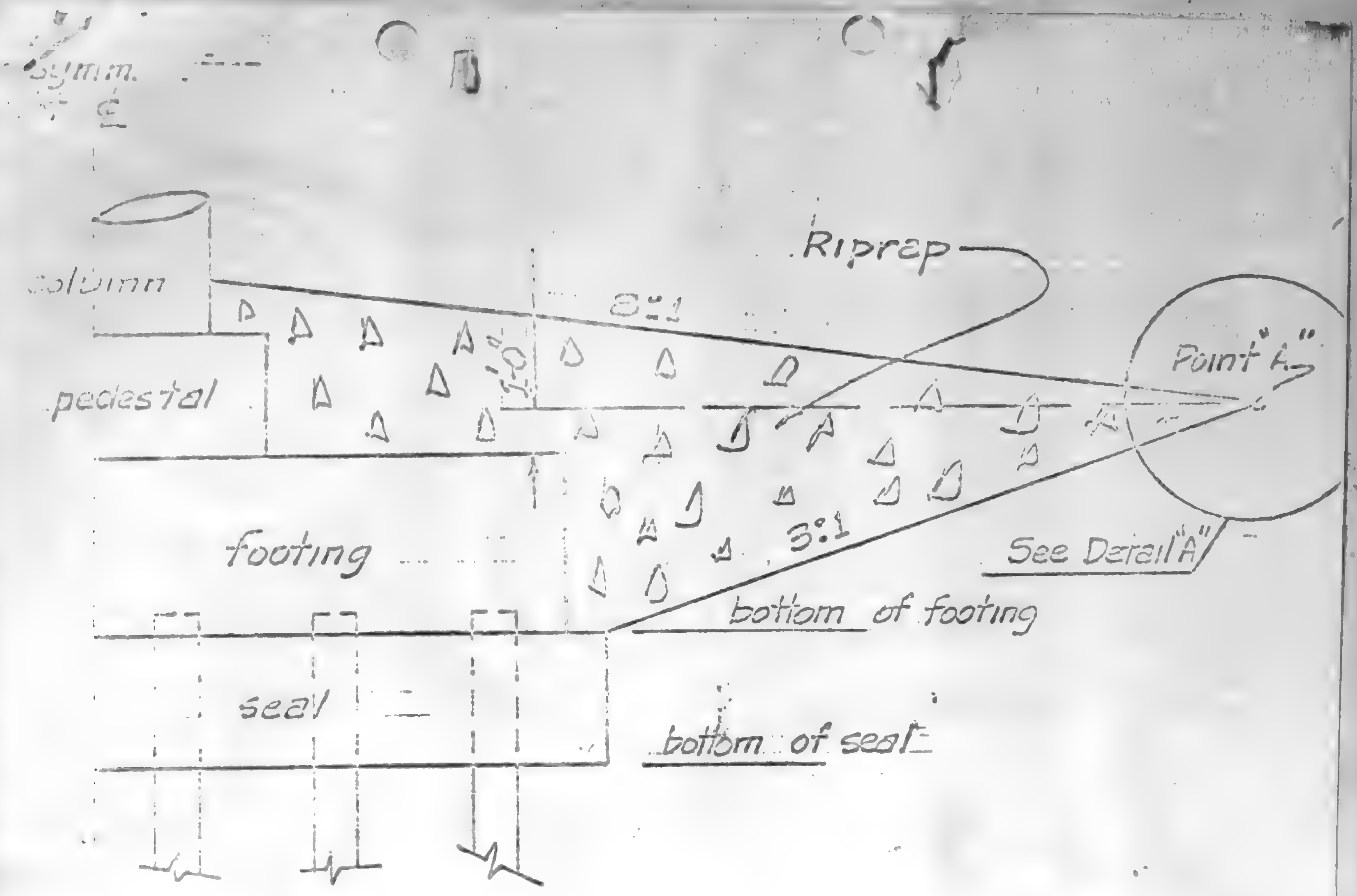
Enclosure

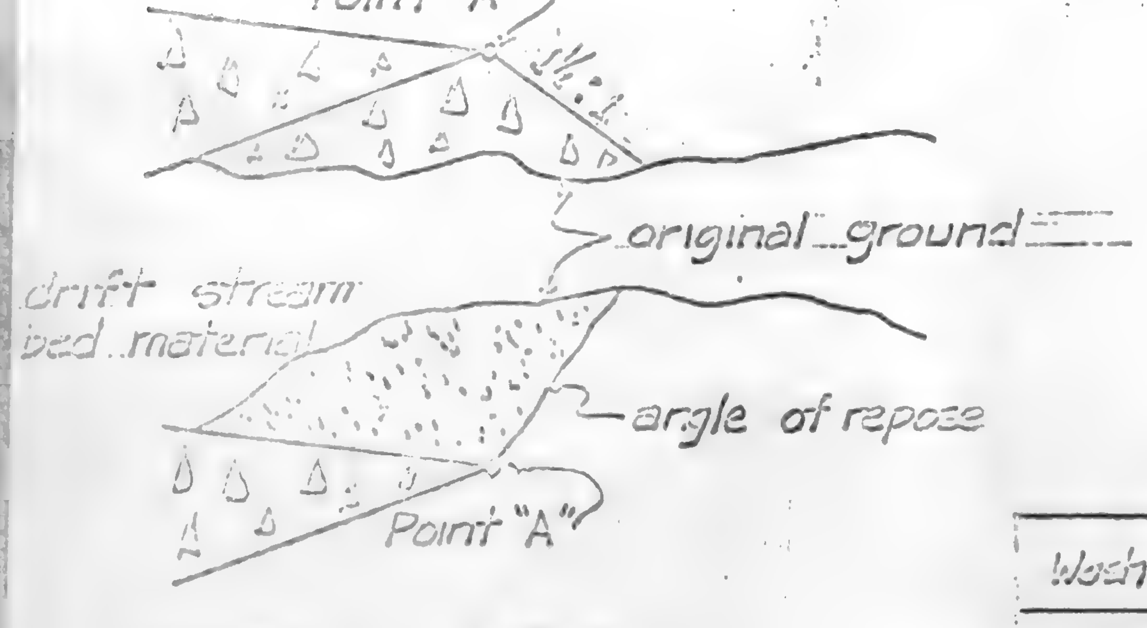
NOTED
TOM EDWARDS

RECEIVED
AUG 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy
Ivan
8-26-69

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN





DETAIL "A"

Washington State Highway Depar

RIPRAP PIER PROTECT

FOR

MID-CHANNEL PIE

RECEIVED
AUG 28 1969

FOR
Attn
Conn
Planning

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 18, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-104(-)
Willamette River Bridge (Albany) Section
Albany - Corvallis Highway
Design Approval

Reference is made to your letter dated August 1 requesting design approval.

Design approval is hereby given to this project which includes at-grade channelized intersections at Springhill Road and North Albany Road.

Young
Barbee
Mehring
8-20-69

RECEIVED
AUG 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 6 - 1969
FOR FILING

U-104 (3)
7346

August 5, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Re: Albany-Corvallis Highway
Willamette River Bridge Section
Lyons Street and Ellsworth Street
Bridge Reconstruction
Bridges No. 9806 and 1025D

Dear Sir:

As a supplement to our preliminary submission of July 1, enclosed are two prints each of the following data:

1. Revised preliminary plan and elevation, Drawing No. 24634.
2. Revised vicinity map, Drawing No. 24359.
3. Alternate foundation recommendation, dated July 28, 1969.

As you will note in the alternate foundation recommendation, the piling for the river piers has been changed from timber piling to steel "H" piling driven to 50 tons per pile. This change was made in order to reduce the overall size of the cofferdams, thereby minimizing the obstruction to stream flow during construction. A review of Drawing No. 24703 will show that the new pier shafts do not present any more obstruction to stream flow than do the existing pier shafts.

Riprap at Piers 4, 5, and 6 has been added to the preliminary plan and elevation drawing. Also, the footing elevations for Piers 5 and 7 have been revised. The stream bed profile in the vicinity of Pier 5 has been changed on Drawing No. 24539 to show our most recent soundings. The grade line profile on this drawing has also been revised to equal that shown on the preliminary plan and elevation drawing.

We trust that this additional information will answer some of your questions and expedite approval of our preliminary plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

LLN:dh ja

RECEIVED
AUG 1 - 1969

FOR FILING

U-404(3)
7346

August 1, 1969

2963

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Willamette River Bridge (Albany) Section
Albany-Corvallis Highway, Linn and Benton
Counties, Your Reference: 08-36-D8

Reference is made to your letter of July 3 regarding design approval of this section.

The two alternates that were mentioned in your letter have been studied. One suggestion was to close Springhill Road and redirect traffic to North Albany Road and a diamond intersection at North Albany Road. The other suggestion was to channelize at-grade intersections at both Springhill Road and North Albany Road.

After further study of the conditions and the approximate traffic that the bridges will carry, it has been determined that channelization at-grade intersections at both Springhill Road and North Albany Road is the design that will be used. It is proposed that additional right-of-way will be purchased for a future interchange at Springhill Road.

Your approval and participation in the proposed construction is again requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

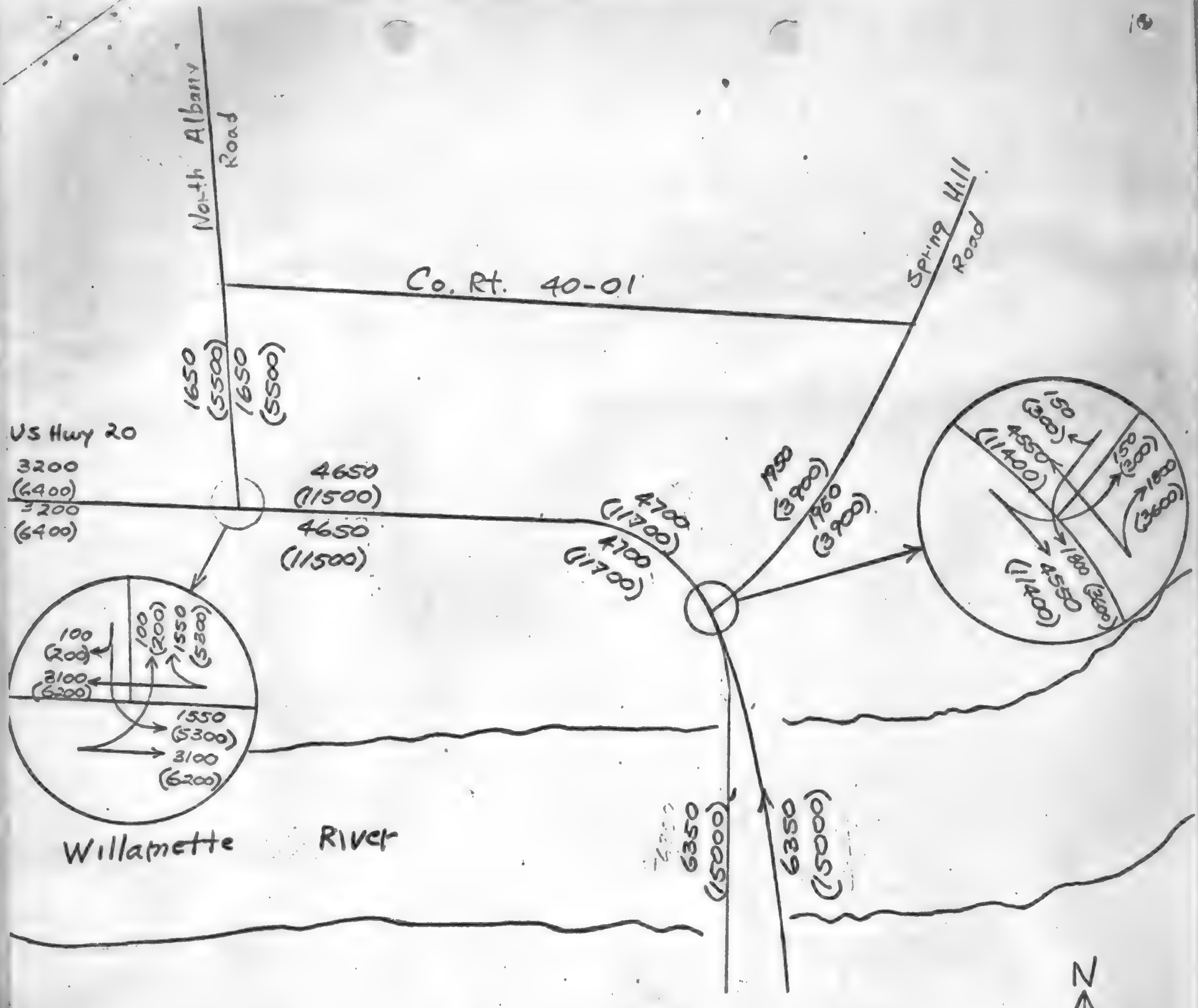
By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
D. J. Barbee
F. B. Crandall
D. H. Moehring
R. D. Asburry

Encl.

DEK:jp srb



Albany-Corvallis Highway

1968 Traffic Volumes

*(1988 Projected Traffic Volumes)

* 1988 Traffic Volumes are restricted by the 30000 Capacity of the two Willamette River Bridges. It is likely that the 1988 traffic shown will be reached in some year prior to 1988.

7-14-69

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 3, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-104(-)
Willamette River Bridge (Albany) Section
Albany-Corvallis Highway
Design Approval

RECEIVED
JUL - 8 1969
DESIGN
DIVISION

Reference is made to your letter dated May 28, 1969 requesting design approval of subject project. Approval is hereby withheld pending further study.

It is noted that your traffic engineering department's report indicated that projected traffic on North Albany Road is substantially greater than that on Springhill Road; however, specific volumes were not furnished. Traffic volumes, existing and projected, should be included in future design study reports.

You are requested to study the following alternates, if you have not already done so, and submit your findings, along with the study data, to us for review:

1. Examine the possibility of placing a diamond interchange at North Albany Road, redirecting Springhill Road to Albany traffic via Co. Rt. 40-01 to the North and North Albany Road, accommodating Albany to Springhill Road traffic with a directional ramp as shown in your submittal, and closing Springhill Road near its existing junction with the Albany-Corvallis Highway.

2. Examine the possibility of using channelized at grade intersections at both the Springhill and North Albany Road intersections in lieu of interchanges at either location. It is apparent that the factors limiting capacity on the bridges is the traffic condition on the Albany end of the facility. It would seem that well designed channelized intersections on the northerly approach could accommodate as much traffic as could be dispersed on the Albany end.

Mr. L. P. Renz, Area Engineer, of my staff will be available to discuss and review the progress of your studies.

orig to Barker
7-8-69
copies to Traffic asd.

RECEIVED
JUL 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 30 1969

LL-2641 3
1342

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (e-4)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
22 July 1969
Serial 712

In reply refer to
Proposed bridge by
Oregon State Highway Department
Across Willamette River
At Albany, Oregon
River Mile 120.1

PUBLIC NOTICE NO. 69-13

All interested parties are notified that an application dated 10 July 1969 has been received by the Commander, Thirteenth Coast Guard District, for approval of location and plans of a highway bridge over a navigable waterway, as follows:

WATERWAY AND LOCATION

Willamette River at Mile 120.1 near Albany, Oregon.

CHARACTER OF WORK

Construct a fixed highway bridge across the Willamette River. The proposed bridge will provide a horizontal clearance of 176 feet measured at right angles to the direction of the river, between the piers of both principal spans. The vertical clearance will be 60.8 feet at mid-span of the northerly span and 58.3 feet at mid-span of the southerly span at a low water elevation of 169.4. There will be a minimum vertical clearance of 56.3 feet through the northerly span and a minimum vertical clearance of 51.4 feet through the southerly span. The north span vertical clearance will be 30.6 feet and the south span vertical clearance will be 28.1 feet, for a river elevation of 199.6 MSL, corresponding to the December 1964 flood.

BASIS OF DECISION

The decision as to whether or not approval of the location and plans for the proposed bridge will be granted must rest primarily upon the effect of the bridge on navigation. However, other pertinent factors, such as wildlife and waterfowl refuges, public parks, historical sites, etc., will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. Plans of the proposed bridge are attached hereto

NOTED
TOM EDWARDS

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, upon the suitability of the location and adequacy of the navigational clearances, giving sufficient detail to establish a clear understanding of reasons for support or opposition.

Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attention: Aids to Navigation Branch, 618 - 2nd Avenue, Seattle, Washington 98104, until 23 August 1969.

This Notice consists of two pages and four sheets of drawings.

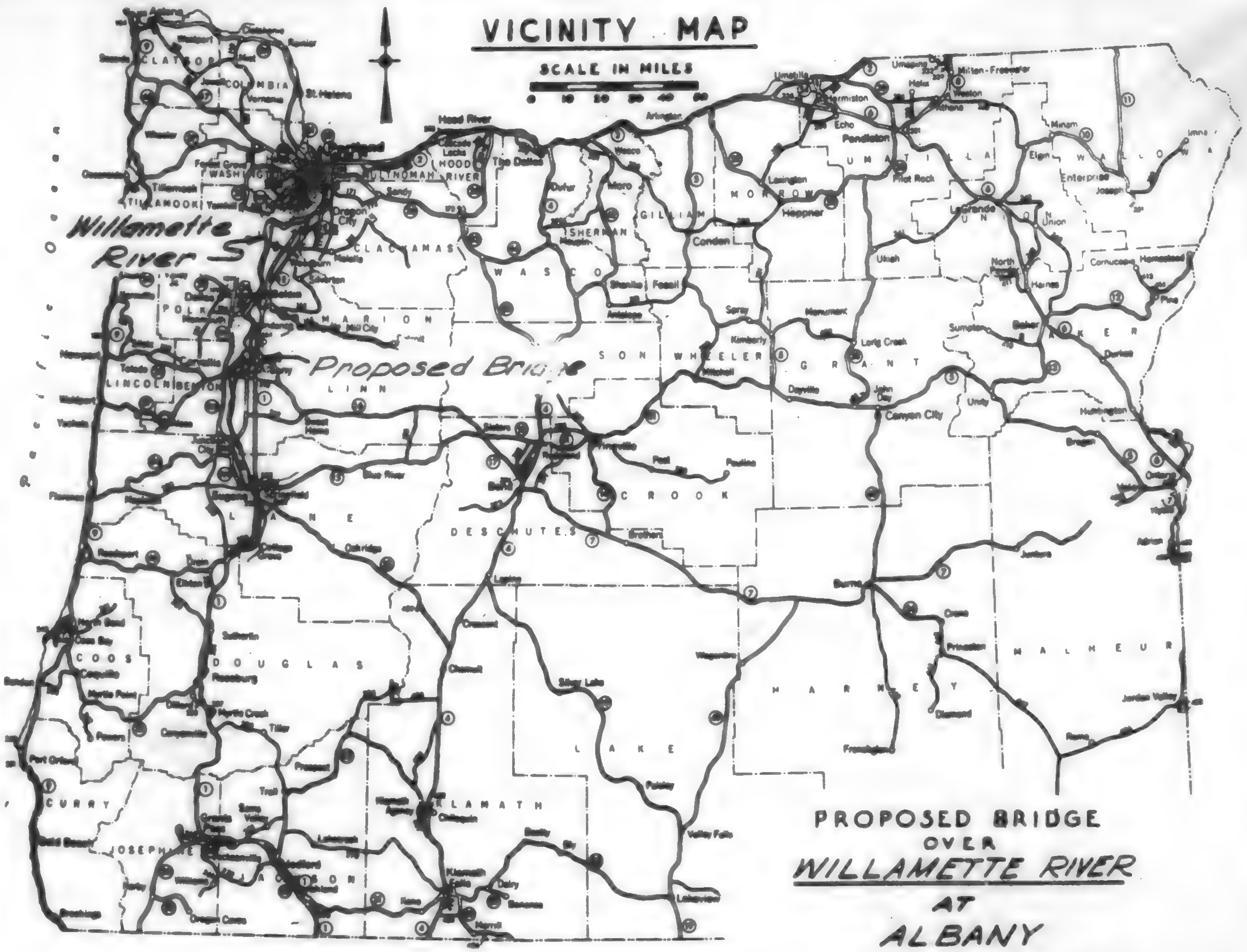
R E Emerson

R. E. EMERSON
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the Commander
Thirteenth Coast Guard District

Encl. (1) 4 sheets dwgs.

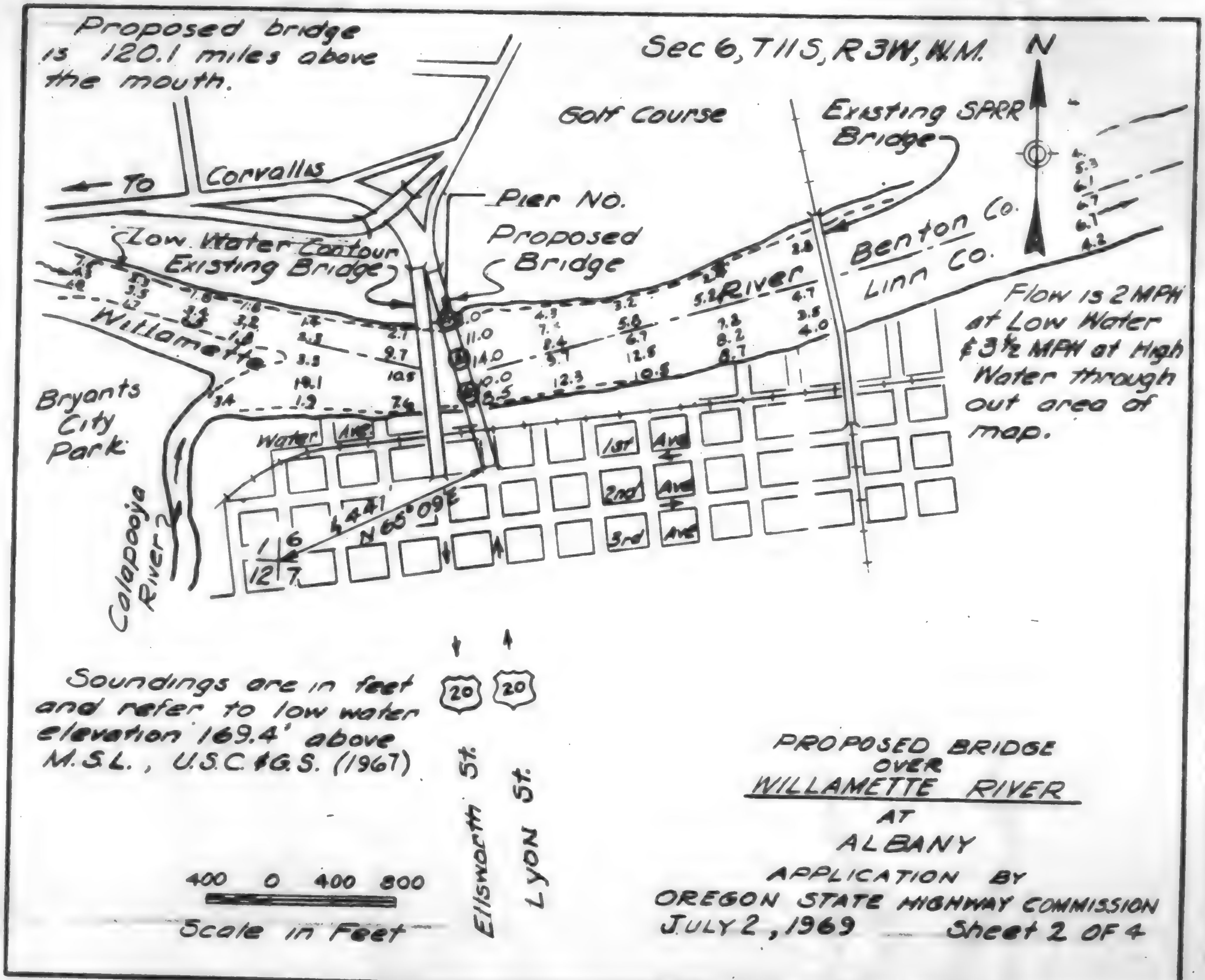
RECEIVED
JUL 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

VICINITY MAP



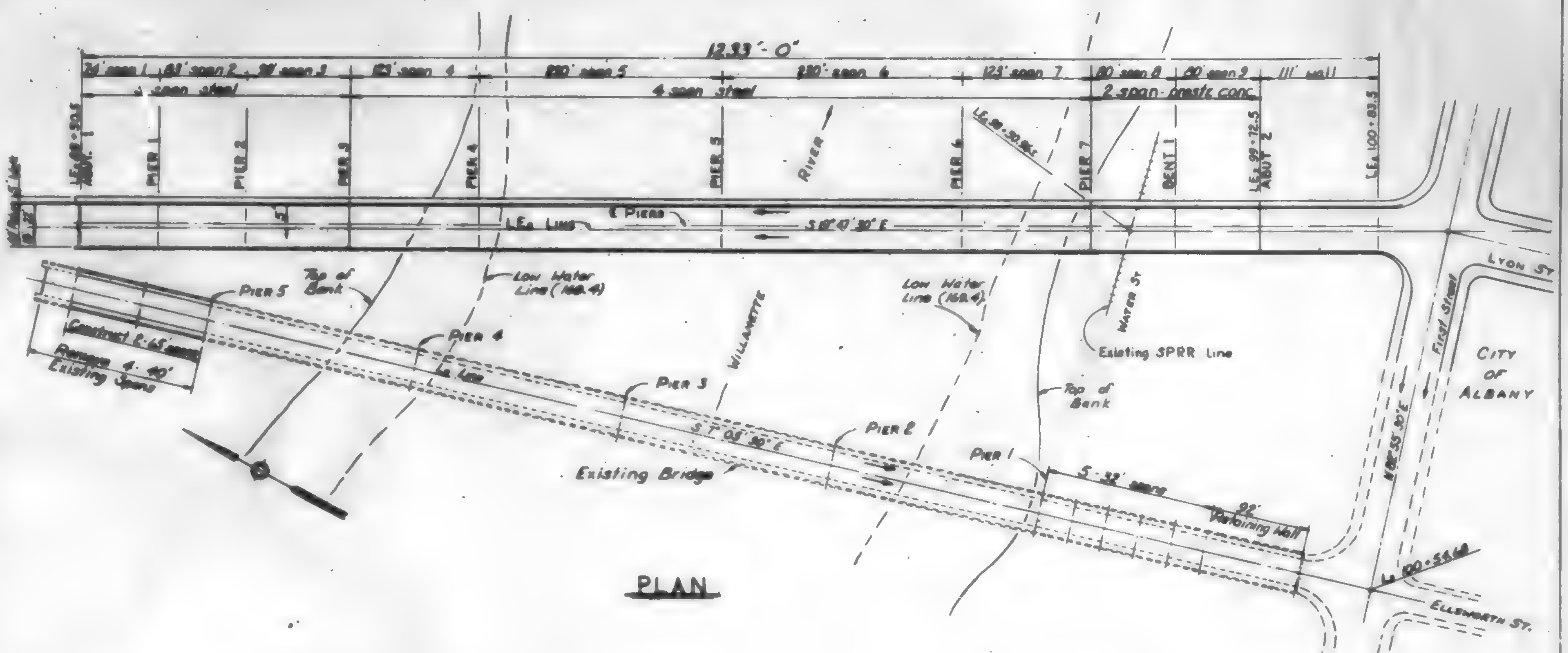
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
ALBANY

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 2, 1969 SHEET 1 OF 4

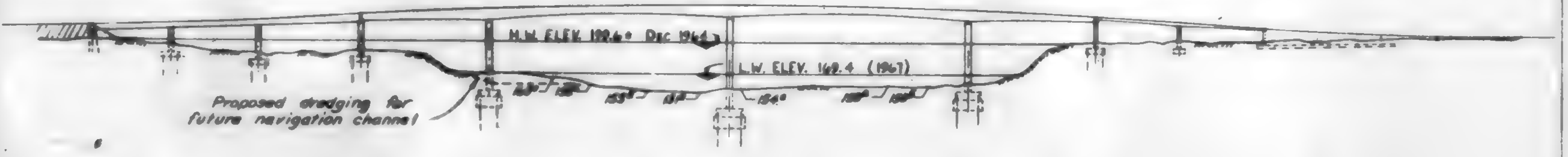


PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
ALBANY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 2, 1969 Sheet 2 OF 4

Revised July 14, 1969



PLAN

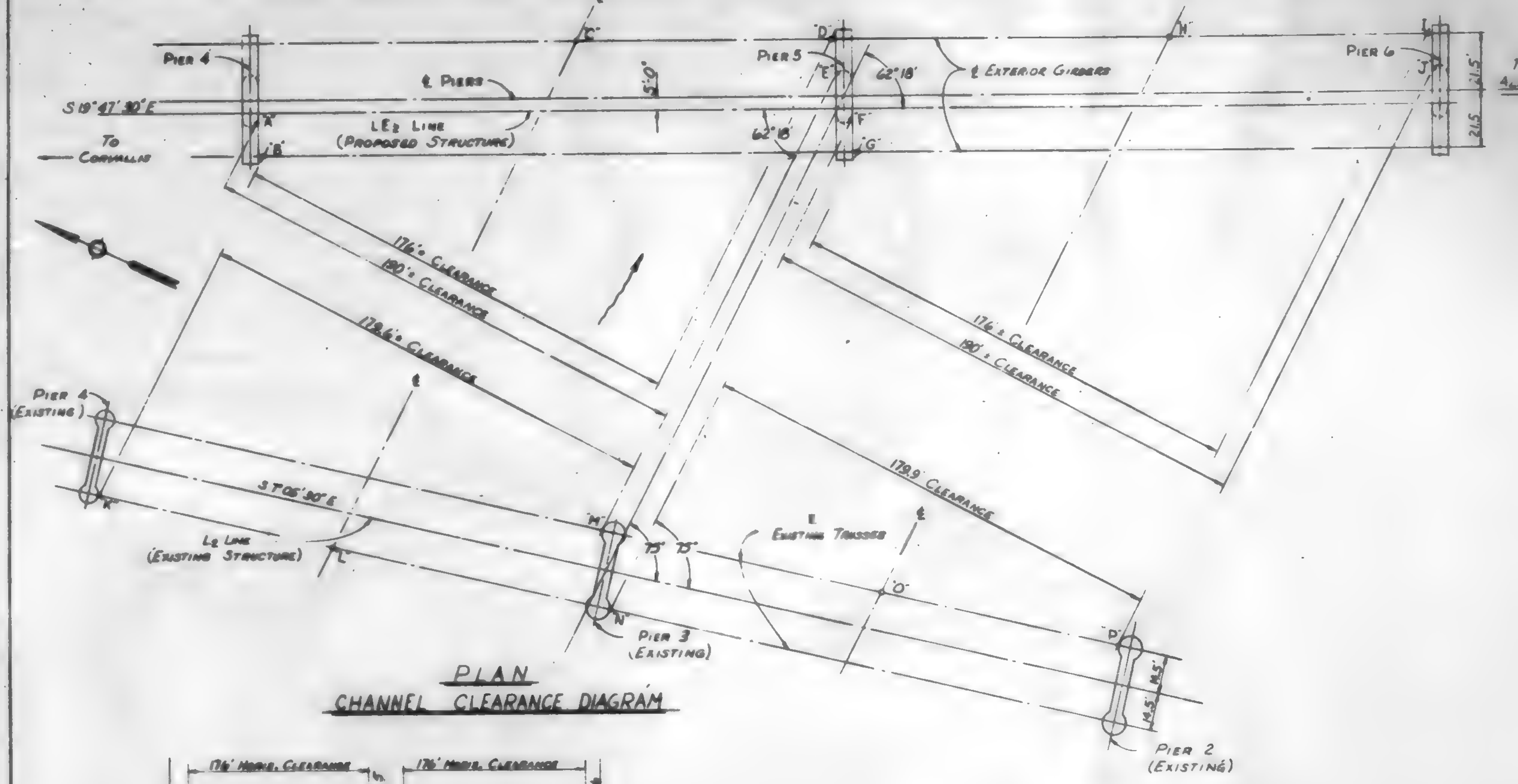

H.W. ELEV. 199.6± Dec 1964
L.W. ELEV. 169.4 (1967)
Proposed dredging for future navigation channel

ELEVATION
PROPOSED STRUCTURE

SCALE IN FEET
0 100 200 300

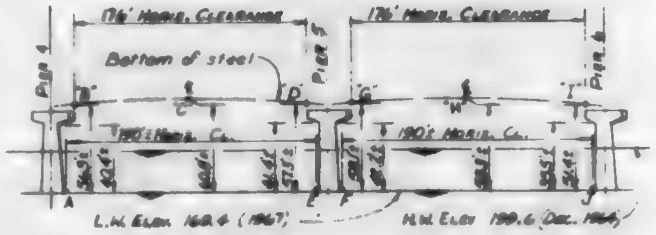
FOR HORIZONTAL & VERTICAL
CLEARANCES SEE SHEET 4

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
ALBANY, OREGON
LINN & BENTON COUNTIES
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
DRAWN: JULY 2, 1969 SHEET 3 OF 4



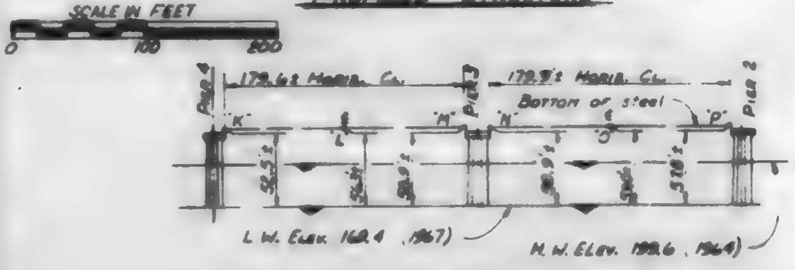
PLAN

CHANNEL CLEARANCE DIAGRAM



HORIZONTAL & VERTICAL CLEARANCE

PROPOSED STRUCTURE



HORIZONTAL & VERTICAL CLEARANCE

EXISTING STRUCTURE

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
ALBANY, OREGON
LINN & BENTON COUNTIES
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
DRAWN: JULY 2, 1969 SHEET 4 OF 4

RECEIVED
JUL 29 1969
FOR FILING

11-104(31)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 17, 1969

SUBJECT: Willamette River Bridges
Albany-Corvallis Highway

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Attached is a report from Mr. L. E. George re the intersections of North Albany Road and Spring Hill Road with our Albany-Corvallis HIghway.

From this report it seems Mr. Simpson's recent letter questioning the necessity of an interchange at Spring Hill Road was justified.

I would recommend the present project be constructed with the at-grade intersections at both Spring Hill Road and North Albany Road.

Will you please advise your desires.

D J Barbee
D. J. BARBEE
Design Engineer

7/29/69

DJB/bdr
Attach.

Barbee - Ok to purchase R/W for future interchange but use grade intersection for initial project. FB Klaboe

RECEIVED
JUL 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

file ret'd to Barbee
7-29-69

FORM B-80-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1969

SUBJECT: Willamette River Bridges
Albany-Corvallis Highway

To:

D. J. Barbee
Design Engineer
Building

Reference is made to a letter from Mr. R. E. Simpson dated July 3, 1969. Mr. Simpson indicated that the approval of the bridge over the Willamette River on the Albany-Corvallis Highway was being deferred pending further study. He further suggested that two alternate solutions to the interchange problem on the North Albany side of the Willamette River be investigated.

Traffic patterns which may be experienced in the vicinity of the Albany bridges are dependent upon several different factors. There are three alternatives which must be considered in determining whether an interchange is required in North Albany and at what location it should be constructed.

The first possibility would be if no additional bridges would be constructed over the Willamette in the Albany area. The amount of traffic that could use either North Albany Road or Spring Hill Road would then be dependent upon the capacity of the two bridges which will be in existence. This capacity would be approximately 30,000 vehicles per day. With this limited amount of capacity, residential development in North Albany would also be limited. Preliminary estimates of traffic volumes based on this limited development are shown on the attached sketch. Essentially this shows a traffic volume of 11,000 vehicles on North Albany Road and 7,800 on Spring Hill Road by 1988. Capacity analysis indicates that at-grade intersections at both roads would function satisfactorily.

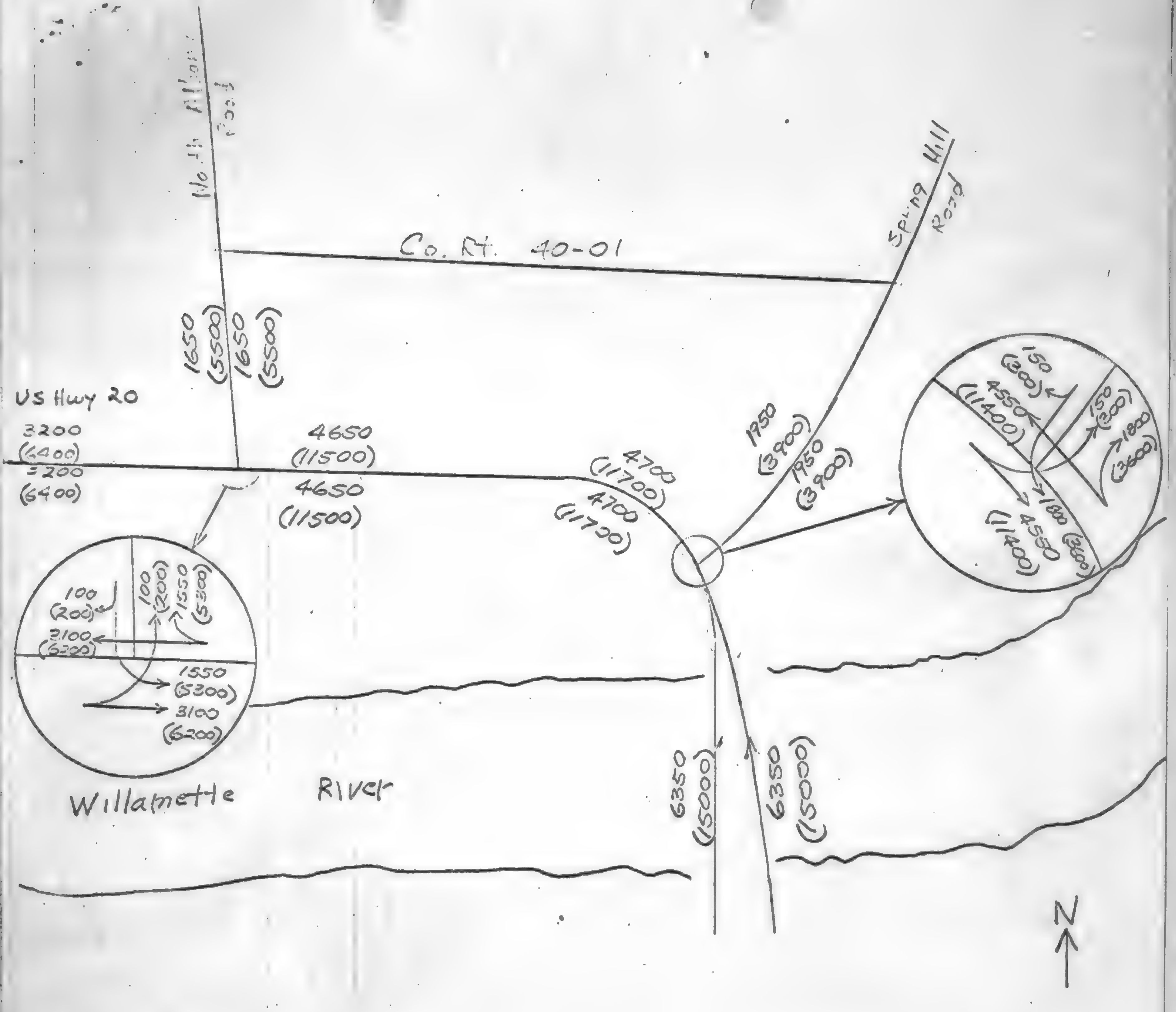
The second alternative to be considered is that a new bridge would be constructed connecting North Albany Road to Calapooia Street. Such a bridge would allow for the full development of the North Albany area. Investigation shows that Spring Hill Road basically serves land that is in the flood plain. Therefore, the potential residential development along Spring Hill Road is limited. On the other hand, North Albany Road serves a prime residential area. If the area which would be served by North Albany Road is developed to the extent that the planners in Albany anticipate, a traffic volume of 20,000 vehicles can be expected on North Albany Road by 1988. The 1988 traffic on Spring Hill Road would be approximately 7,800 vehicles. If this situation were to develop, an interchange would be required at North Albany Road. The Spring Hill Road intersection could be at-grade, or the traffic pattern suggested by Mr. Simpson would be acceptable.

The third condition would be the construction of a new bridge at another location. As yet, the transportation study has not tested any new bridge locations. An alternate bridge location further downstream may substantially change the traffic patterns in North Albany and are at this time not available.

In summary, at-grade intersections at both North Albany Road and Spring Hill Road will be adequate so long as no additional capacity is provided over the Willamette River. If additional capacity were to be provided, the need for an interchange at either of these intersections would depend upon the location of the new bridge.

L. E. George
Assistant Traffic Engineer

RER:mp
Attachment



Albany-Corvallis Highway

1968 Traffic Volumes

*(1988 Projected Traffic Volumes)

* 1988 Traffic Volumes are restricted by the 30000 capacity of the two Willamette River Bridges. It is likely that the 1988 traffic shown will be reached in some year prior to 1988.

7-14-69

RECEIVED
JUL 17 1969
FOR FILING·

U-104(3)
7346

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1969

To: MEMO TO THE FILES

SUBJECT: Track Rearrangement
Willamette River (Albany) Bridge Section
Albany-Corvallis Highway
Benton County

The purpose of this memorandum is to supplement the information contained in a letter dated June 20, 1969 written by Mr. H. F. Moy, Chief Engineer of the Oregon Electric Railway Company to Mr. William Bollman, City Manager, City of Albany. That letter documents a meeting held in Mr. Bollman's office on June 19 at which the abandonment of the Southern Pacific Company tracks and the realignment of the Oregon Electric Railway Company tracks was discussed. In his letter, Mr. Moy details what would be required to effect this track adjustment and also what will be required by the Oregon Electric to accommodate their tracks in their proposed relocated position. Copies of this letter and the map attached thereto have been distributed and are now in your files.

One of the problems related to the construction of this bridge is to establish suitable access from Water Street to First Street in lieu of the existing access now available via Lyon Street. One of the methods of providing this access is to construct a street parallel to the structure between Water Street and First Street. Another solution is to project Water Street over railroad owned property to Baker Street, thus replacing the existing access now available to Water Street via Lyon Street. To accomplish the Water Street extension, it will be necessary for the City to acquire the required right of way between Lyon Street and Baker Street. Inasmuch as the property is now owned partly by Oregon Electric and partly by Southern Pacific, it would be inadvisable for the State to become involved in this rather complex right of way acquisition. Mr. Bollman indicated the City would undertake this obligation. He also suggested that the State contribute an amount toward the construction of the Lyon-Baker connection equal to that which would be spent by some connection from Water to First parallel to the bridge. These statements are heretofor undocumented and it is essential that this information be included in any agreement we make with the City for the construction of this project. Any proposed agreement with the City should first be reviewed by the Bridge Division, the Design Division, and this office before it is presented to the City.

It is the Oregon Electric's intention to have as much vertical clearance in their proposed relocated position as presently exists over the northerly most track a t the Ellsworth Street bridge. The Railroad has surveyed an alignment for their proposed relocation, and this was submitted to the undersigned with Mr. Moy's letter of June 11, 1968. Copies of that letter and the survey information have been given to the Division Office and to the Bridge Division.

NOTED
TOM EDWARDS

The Director of Public Works of the City, Mr. Richard J. Pusich, submitted to the undersigned with this letter of July 11, 1969 a plan showing a possible improvement of Water Street through this area. This information is now being evaluated by the Bridge Division, and it appears that we may ask the City to change their plan slightly to accommodate the bridge pier on the south side of Water Street.

In the public hearing held on June 30, 1969 there was no opposition to the proposed abandonment of the Southern Pacific tracks and the relocation of the Oregon Electric tracks; however, I understand there are still some problems to be resolved between the Oregon Electric and Southern Pacific before they can come to agreement on this abandonment.

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fw:ss

cc: F. B. Klaboe
Tom Edwards
D. J. Barbee
I. D. Merchant
H. S. Cox
R. D. Asburry

RECEIVED
JUL 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JUL 11 1969
OR FILING

U-104 (3)
7346

July 10, 1969

Commander
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Application is hereby made by the State Highway Division of the State of Oregon at Salem, Oregon, for approval by the Commandant of the Coast Guard of plans for a bridge to be constructed across the Willamette River at Albany, Oregon, 120.1- miles above the mouth of the water way as shown on the enclosed plans. The structure will be financed by State and Federal funds.

Legal authority for the structure is found in the General Bridge Act of 1946, Amended. Enclosed are four copies of an excerpt from the minutes of the Oregon State Highway Commission meeting, directing the Highway Engineer to proceed with the construction of the project.

The existing Willamette River Bridge at Albany was constructed under a navigation permit dated April 25, 1924, the permit being in the name of the Oregon State Highway Commission.

Original tracings of Sheets 1, 2, 3 and 4 are enclosed and four prints of each. Referring to Sheet 3 of 4 of the drawings, your attention is called to proposed dredging for a future navigation channel. Conference with the navigators using this reach of the river has indicated that they prefer, because of river alignment, to use the span between piers 3 and 4 of the existing bridge, which channel would be between piers 4 and 5 of the proposed bridge. A request will be made by the navigators to the Corps of Engineers for dredging to provide the necessary depths at low water.

Inasmuch as two navigation channels will be provided, the State proposes to revise the navigation lights to indicate the centers of both navigation channels with 360° green lights and the center and side piers with 180° red obstruction lights.

Your approval of this permit is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enclosures

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
R. D. Asburry

IDM:cs sr

STATE OF OREGON)
) ss
)
COUNTY OF MARION)

I, C. W. Head, Assistant Secretary to the Oregon State Highway Commission, do hereby certify that the attached photocopy of the excerpt from the minutes of the meeting of the Oregon State Highway Commission of April 22, 1969, in Volume 54 of the minute book pertaining to the State Highway Commission's approval of contracting the Albany Bridge Section on the Albany-Corvallis Highway in Linn and Benton Counties, has been compared by me with the original and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 7th day of July, 1969.

C. W. Head
Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

35505

Salem, Oregon
April 22, 1969

The Oregon State Highway Commission met in regular session at 9 a.m. in Room 122 of the State Highway Building in Salem. Present were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer
Tom Edwards. Assistant State Highway Engineer
Lloyd P. Shaw, Assistant State Highway Engineer
F. B. Klaboe, Assistant State Highway Engineer
G. E. Rohde, Chief Counsel
David H. Moehring, Right of Way Engineer
Floyd Query, Secretary

Among others present were R. E. Simpson, Division Engineer of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; V. D. Wolfe, Administrative Assistant; L. H. Young, Program and Planning Engineer; David G. Talbot, Parks Superintendent; C. H. Maison, Controller; Frank C. McKinney, Assistant Counsel; V. E. Skoog, Controller, effective May 1, 1969; Donald M. Harwell, Assistant County-City Engineer; and John J. Earley, Information Officer.

* * * * *

35524

3f Early contracting of the Albany Bridge Section on the Albany-Corvallis Highway in Linn and Benton Counties was discussed. The Engineer stated that this project which includes the second bridge across the Willamette at Albany is 0.94 mile in length and is estimated to cost $3,150,000 for construction plus $350,000 for right-of-way. To finance the project, he recommended deferment of a project on the Winston-Shady Section of the Coos Bay-Roseburg Highway in Douglas County estimated to cost $3,250,000. The Chairman recalled that in a discussion with residents of Albany about five years ago, that the Commission had indicated construction of the bridge could be anticipated in five years. He inquired of the Engineer as to when bids could be received. The Engineer replied that it is expected to call for bids in the fall of 1969. The Commission approved the project for contracting, deferment of the Winston-Shady Project and the necessary adjustment in Construction Program XI.

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JUL 7 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

(1-10-4(e))
7346

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

July 1, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., NE
Salem, Oregon 97301

Dear Sir:

Re: Albany-Corvallis Highway
Willamette River Br. Sec.
Willamette R. (Lyon St.) Br.
Willamette R. (Ellsworth St.)
Bridge Reconstruction
Bridges Nos. 9806 & 10259

Transmitted herewith for your review are five prints each of the following data:

Preliminary Plan & Elevation	Drawing No. 24634
Channel Clearance Diagram	Drawing No. 24703
Typical X-Section	Drawing No. 24725
Vicinity Map	Drawing No. 24359
Foundation Report	
Hydraulic Report	

The above data covers both the new bridge construction and the reconstruction of the north end of the existing structure.

The controlling features in the determination of the span arrangement for the new structure are the pier locations of the existing bridge, the railroad tracks on the south bank, and the location of the north end of the structure as per the hydraulic requirements. Based on an aerial map showing a considerable reach of the stream, and meetings with the navigation interests using this stretch of the river, the location of the main river piers was determined. Pier 7 is located to clear the north property line of Water Street. As stated in the attached hydraulic report, the proposed location of Abutment 1 is reasonable in that the minor shortening of the bridge length will have an insignificant effect on the flow or the backwater of the river. The span configuration shown on Drawing No. 24634 meets the above outlined conditions.

NOTED
TOM EDWARDS

A continuous 4-span welded steel plate girder series was selected for the main spans in view of the limited structural depth available and the necessity of keeping one of the 230 foot spans free of falsework at any given time. The contractor will not be permitted to place temporary bents concurrently in Spans 5 and 6. As shown on Drawing No. 24359 the typical river piers will have minimum shaft dimensions with a cantilever cap beam. This type was selected to keep the stream flow obstruction to a minimum. A two span post-tensioned poured in place slab series is planned for Spans 8 and 9 to keep the structural depth to a minimum over the SPRR track, which the Oregon Electric Railroad will use as their permanent track. Appropriate steps are being taken at the present time to abandon the other existing track. The remodeling of the trestle spans on the north end of the existing bridge is necessary to fit the super-elevation required by the revised alignment of the L_2 line.

The 40 foot roadway width of the proposed new structure is consistent with the approach roadways with a 10' shoulder on the right and a 6' shoulder on the left. As shown on the plans, there will be a 5 foot wide sidewalk on the east or downstream side of the Lyons Street Bridge. This will accommodate pedestrians presently using the sidewalk on the downstream side of the Ellsworth Street Bridge, which will, of necessity, be closed to prevent a hazardous situation at the north end of the existing bridge. The sidewalk is necessary as the structure connects downtown Albany with a built-up area on the north side of the river.

Based on approximate costs per square foot, the estimated costs are $2,221,000 for the new structure and $165,000 for remodeling the existing structure. These costs include an allowance for engineering and contingencies.

This data is sent to you as a preliminary submission for your approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLM:jf
cc: Tom Edwards ✓
V. E. Skoog
L. H. Young

RECEIVED
JUL 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1969
FOR FILING

4-104 (3)
7346

SPOKANE, PORTLAND AND SEATTLE RY. CO.

June 20, 1969

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pessa
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUN 23 1969
CONSTRUCTION
DIVISION

Mr. William Bollman
City Manager
City Hall
Albany, Oregon

Dear Mr. Bollman:

I refer you to a meeting held in your office on Thursday, June 19th, with you and your Mayor, Russ Tripp, along with Ted Litchfield of the Oregon State Highway Department and myself. This meeting was arranged to discuss possible track changes on Water Street in Albany from Sherman Street west to Calapooya Street.

Due to plans of the Oregon State Highway Department to construct a new bridge across the Willamette River east of the Ellsworth Highway Bridge and in the vicinity of Lyon Street, a decision has to be made by the Highway Department as to pier location in and around Oregon Electric and Southern Pacific Company trackage on Water Street. As mentioned to you at the meeting the Southern Pacific and the Oregon Electric are presently working toward a plan to eliminate a great deal of trackage on this street.

If the Oregon Electric Railway takes over Southern Pacific trackage that the Southern Pacific wishes to abandon, the Oregon Electric would then have its main line placed against the very northerly edge of Water Street from Baker Street through to Washington Street as outlined on the print attached to this letter. All trackage shown in yellow would no longer be used as well as the Southern Pacific track shown in solid blue. You and Mr. Tripp indicated that the City of Albany would look favorably upon leaving this trackage in place and paving over same when improvements are made to Water Street.

You both indicated that possibly a Council meeting should be held with adjacent property owners present, to more or less advise all concerned of what the Southern Pacific and the Oregon Electric would propose to do in this area. You have set such a meeting up for 3 PM, Monday, June 30th. We certainly hope that the results of that meeting will bear out what you and Mr. Tripp told me so that the Oregon Electric may construct a new line of track along the northerly edge of Water Street and leave this in open track behind a curb. We would need an 18 ft. width from the northerly property line to curb; the balance of the street would be used for vehicular traffic. It was understood that the Oregon Electric would have no objections to paved cross roads at the end of present streets so that vehicular traffic could get to the north side of Water Street.

The City of Albany would deal directly with the Oregon State Highway Department on a possible public roadway between Lyon Street and Baker Street south of the present Southern Pacific Company track. You were advised by the Southern Pacific that this is not a dedicated roadway but the property is owned by the Southern Pacific as well as the Oregon Electric. There is also trackage from Baker Street to Montgomery Street and negotiations would have to be with the Southern Pacific on this particular matter.

I am also enclosing a print which indicates what we could possibly do from Montgomery Street east to Sherman Street in the event the Oregon Electric would take over Southern Pacific trackage. I have shown in yellow all of the Oregon Electric trackage that would be removed; colored in red are proposed connections. Our main reason for suggesting such a proposal

Mr. William Bollman
June 20, 1969
Page 3

is that we could get increased vertical clearance under the Southern Pacific overpass on Lafayette Street. It is our plan to lower the most northerly track which the Oregon Electric presently owns a distance of some 3 ft. so that we would have the same vertical clearance as we would have at the Lyon Street and Ellsworth Street Highway Bridges. We would have to start at Thurston and Madison Street to lower track to get this clearance. It is, therefore, imperative at this time that the Oregon Electric Railway also receive assurances from the City of Albany that the City would permit us to make the changes as proposed on this second print.

I will be in Albany on June 30th at 3 PM to represent the Oregon Electric Railway. I trust this information will be sufficient so you can present same to your City Councilmen this week.

Very truly yours

(Signed) H. F. Mo

Chief Engineer

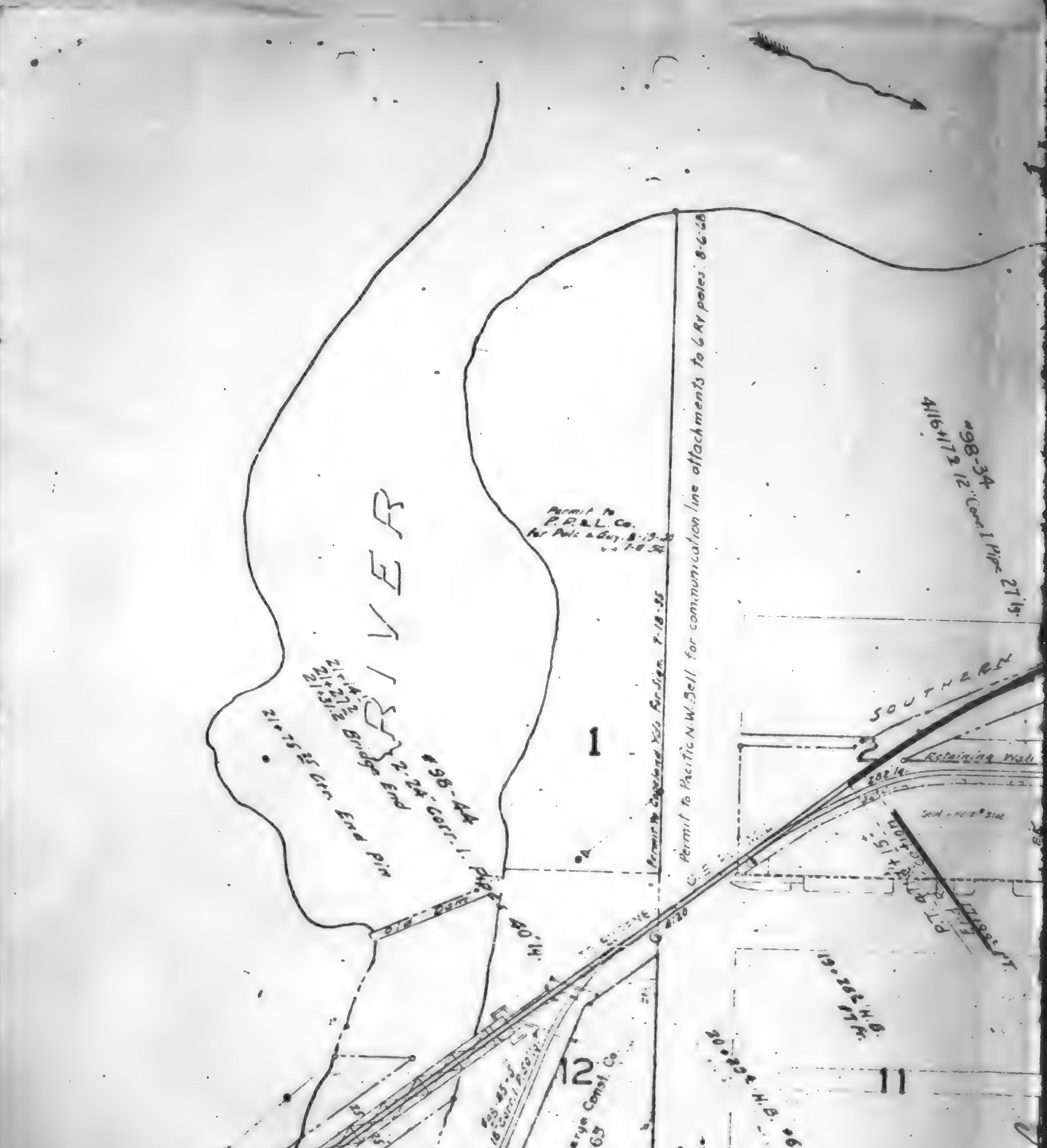
HFM-o

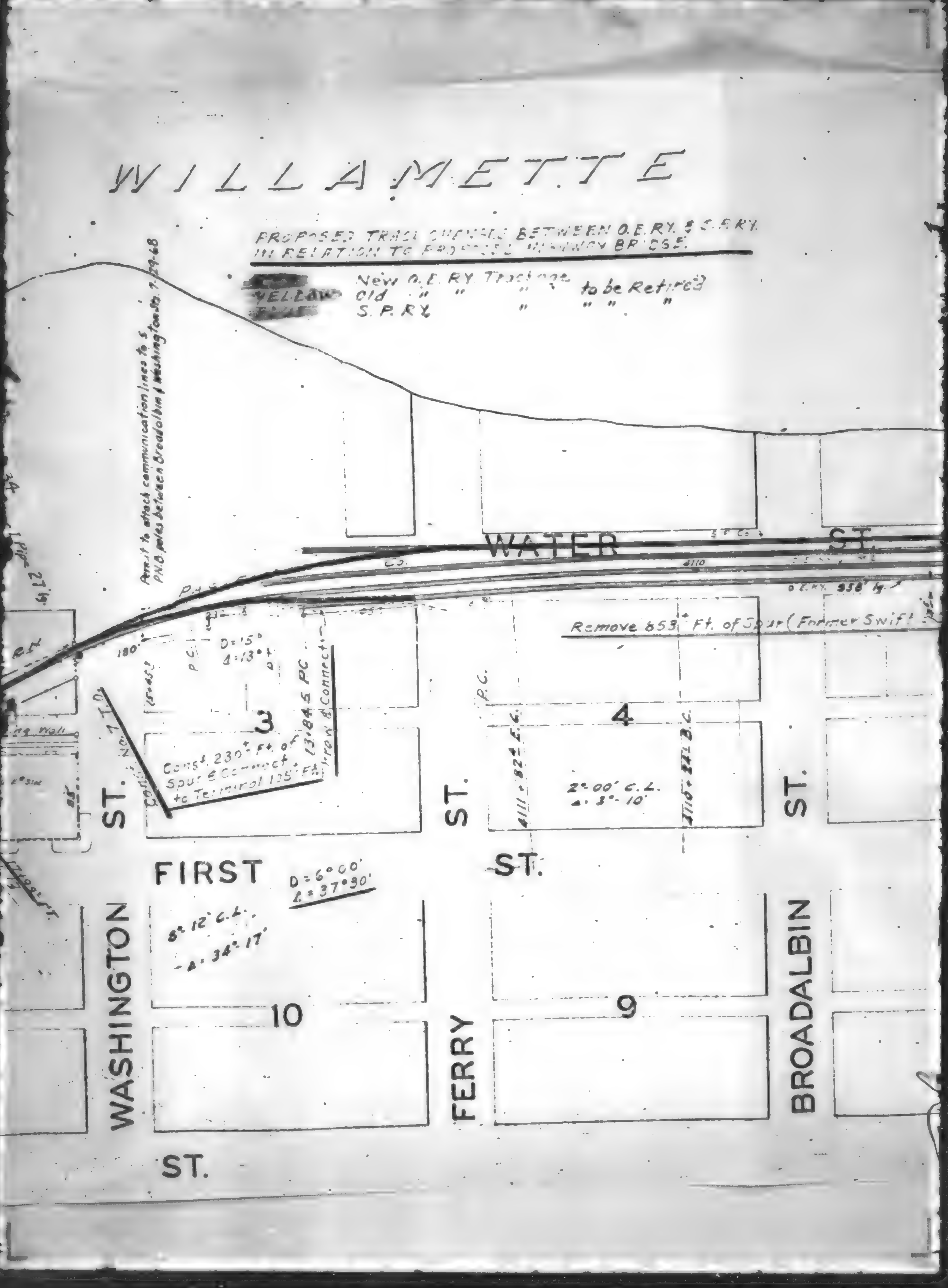
cc-Mr. H. K. Koberstein
Southern Pacific Company

Mr. T. W. Litchfield ✓
State Highway Department

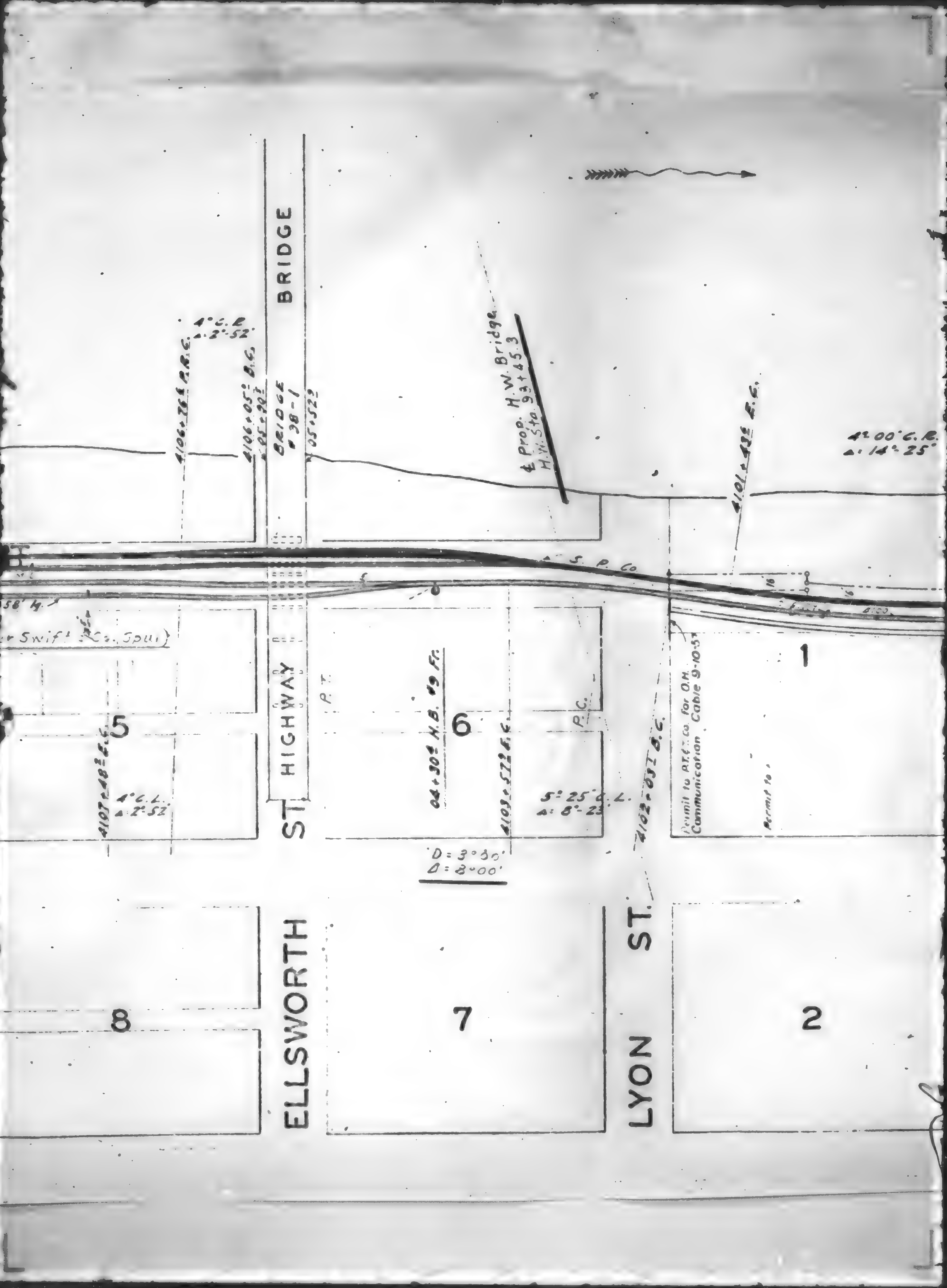
DJ BARBEE
ID MERCHANT
FB KLAGE
TOM EDWARDS
FD MORGAN
HS COX
RD ASBURRY

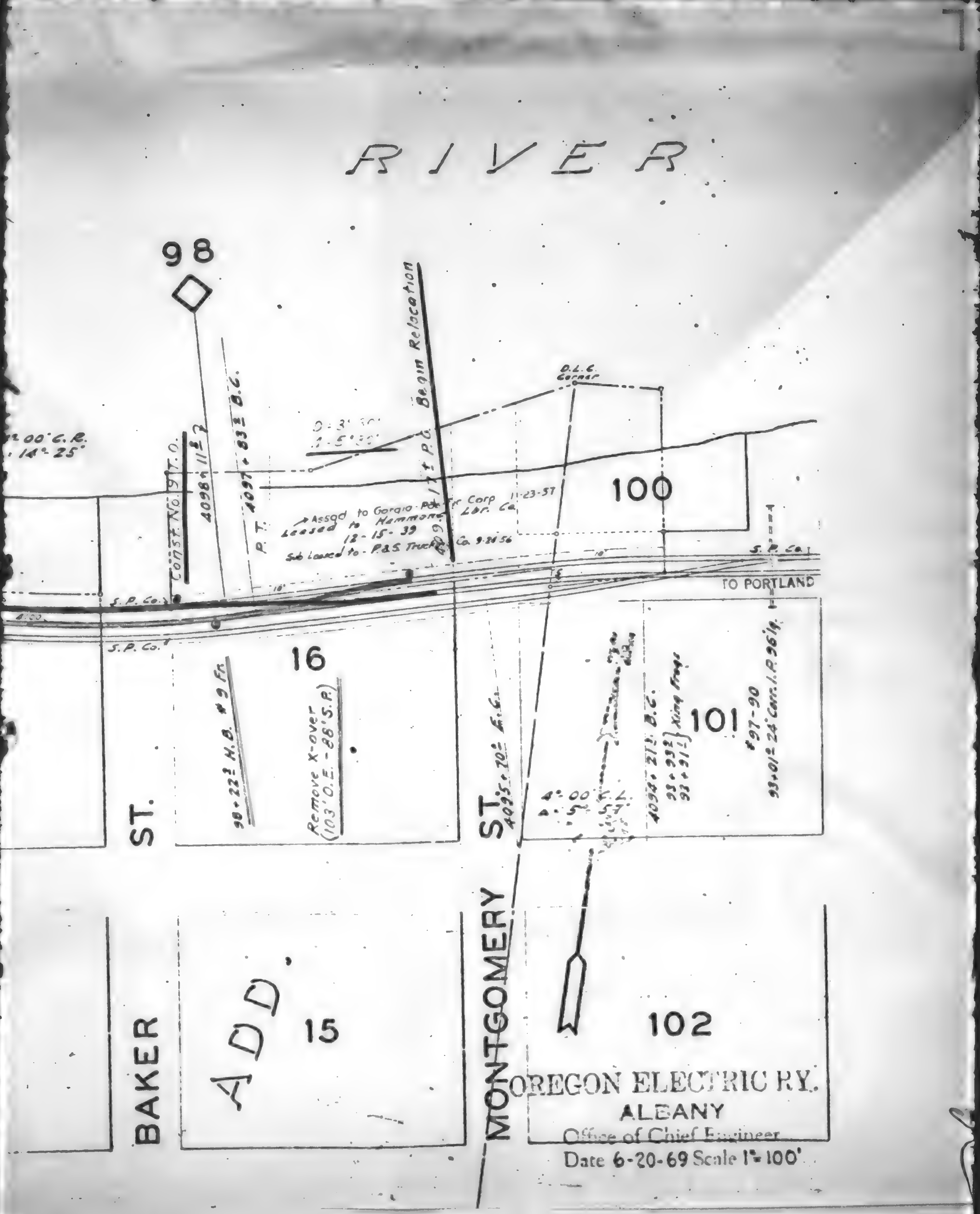
RECEIVED
JUN 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER


RIVER
21+14
21+27½
21+31½ Bridge End
#98-44
2-24 Corr. I. Pipe
21+75.25 Ctr. End Pier
Old Dam
40' H.
Permit to P.P.&L. Co. for Pole & Guy. 8-19-30
1-8-36
Permit to Copeland Yds For Sign 7-18-35
Permit to Pacific N.W. Bell for communication line attachments to G Ry poles 8-6-68
#98-34
416+17½ 12" Corr. I. Pipe 27 ft.
1
SOUTHERN
Retaining Wall
P.T.
P.C.
19+28½ H.B.
17 ft.
20+23½ H.B. #6 ft.
#95-45-S
18" Corr. I. Pipe
Leased to Buerge Const. Co. 1-19-65
12
11
ST.
SECOND



PROPOSED TRACK CHANGES BETWEEN O.E.RY. & S.P.RY. IN RELATION TO PROPOSED HIGHWAY BRIDGE.


BRIDGE
4°C.R.
Δ: 2°-52'
4106+76± P.R.C.
4106+05± B.C.
05+90±
BRIDGE
# 98-1
05+52±
℄ Prop. H.W. Bridge
H.W. Sta. 93+45.3
4101+43± E.C.
4°00' C.R.
Δ: 14°-25'
S. P. Co.
16
16
58' H.
Swift & Co. Spur)
HIGHWAY
ST
04+30± H.B. 49 Ft.
P.T.
6
4103+57± E.C.
P.C.
5°25' C.L.
Δ: 8°-23'
D = 3°30'
Δ = 8°00'
4102+05± B.C.
Permit to P.T.&T. Co. for O.H. Communication Cable 9-10-57
Permit to
1
5
4107+18± E.C.
4°C.L.
Δ: 2°-52'
ELLSWORTH
ST.
LYON
8
7
2



OREGON ELECTRIC RY.
ALBANY
Office of Chief Engineer
Date 6-20-69 Scale 1"=100'

RECEIVED
MAY 28 1969
FOR FILING

U-104(3)

7346

May 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Willamette River Bridge (Albany) Sec.
Project F-104(--)
Albany-Corvallis Highway
Linn and Benton Counties
Design Approval

Dear Sir:

In accordance with your letter of May 12, 1969, we are submitting the following design study reports for the subject project.

a. Traffic Engineering Division report of May 22, 1969.
b. Design Division report of May 26, 1969.
c. Right of Way Division report of May 2, 1969.
d. Detail map with typical sections.

We hereby request your design approval for the project based on the major design features as set forth in the enclosed Design Division report of May 26, 1969. The design features have been approved and are as shown on the enclosed "Detail Map". The social, economic and environmental effects of the proposed project have been considered and are set forth in the enclosed reports.

The requirements of paragraph 10e. of PPM 20-8 relative to publishing in appropriate news media, concerning the design for which we are requesting your approval, is being accomplished as of this date. Copy of the request for the classified advertisement to news media will be forwarded separately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
L. H. Young
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

Encl.

RNC:ia

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1969

SUBJECT: Paragraph 10 Documentation
Albany-Corvallis Highway
Albany Bridge

To:

Don Keyes
Preliminary Rural Design Supervisor
Building

The Traffic Engineering Division has reviewed the transcript of the testimony given at the June 5, 1968, public hearing in Albany concerning the Albany Bridge on the Albany-Corvallis Highway. We offer the following comments for your consideration.

The need for increased capacity for the Albany-Corvallis Highway entering the Albany CBD is evident when comparing 1968 traffic volumes and the expected traffic growth with the capacity of the existing facility. The present bridge had an ADT of 13,000 vehicles in 1968. The capacity of this bridge is approximately 10,000 vehicles per day. Traffic tieups which are experienced at the bridge readily verify the capacity deficiency. Although the Albany Area Transportation Study has not been completed, it appears that the traffic demand in this area will increase even to the point that an additional river crossing over and above the proposed crossing may be required by 1990. At such time as the transportation study has developed 1990 trip patterns, alternate river crossings will be tested to determine the appropriate location for the additional crossing.

In the transcript, Mr. Larry Hobart stressed concern about the need for the bridge at some other location. The fact that the existing bridge is now overloaded and will continue to carry sufficient traffic in the future to require a new bridge, justifies construction of the proposed project.

A point with considerable merit was raised by Mr. Gary Holloway at the hearing when he mentioned that North Albany Road will be a more important facility in the future than will Spring Hill Road. It was his hope that a grade separation at North Albany Road similar to the one at Spring Hill Road would be provided to handle future traffic. Available land would accommodate one or the other, but not both.

The area served by Spring Hill Road is located in the flood plain and will in all likelihood serve agricultural purposes in the future; therefore, the growth on Spring Hill Road is not expected to increase as rapidly as the growth on North Albany Road. The tributary area for North Albany Road contains prime residential land. The planners in the Transportation Study feel that the North Albany Road area will experience considerable growth between now and 1990. Preliminary traffic estimates indicate that the 1990 volume on North Albany Road will be over twice the volume that will be on Spring Hill Road.

As was pointed out several times during the hearing, the traffic congestion caused by capacity deficiency on the bridge creates several problems concerning fire, police, and emergency vehicle operation. The construction of a new bridge will provide for an improved access to the Central Business District, and will provide for better fire and emergency vehicle useage for this area.

Five businesses will require relocation as a result of right of way acquisition. No residences or farms will require relocation.

Robert L. Schroeder
Assistant Traffic Engineer

RER:mp

May 22, 1969

LOCATION AND DESIGN STUDY REPORT
ALBANY BRIDGE SECTION
ALBANY-CORVALLIS HIGHWAY (20)
LINN AND BENTON COUNTIES

A public hearing on the subject project was held June 5, 1968 in the Council Chambers of the Albany city hall. There were approximately 87 persons in attendance. Forty-three presented oral statements and six submitted written statements, all being a part of the public hearing transcript.

The project is proposed to begin at Blossom Lane and proceed easterly along the existing Highway 20, cross over the Willamette River via a new bridge to be constructed, and terminate at First Avenue and Lyon Street in Albany.

The purpose of the project is to relieve the serious traffic congestion on the existing bridge by providing a second river crossing structure and extending the existing Ellsworth Street-Lyon Street couplet. The facility is proposed to taper from the existing two-lane highway into four lanes with a 16-foot median and 10-foot shoulders. A grade connection would be provided at North Albany Road (Co. Rt. 40) and a full directional interchange at Springhill Road. The proposed facility would utilize the existing Ellsworth Street river crossing structure for southbound traffic and the new Lyon Street river crossing structure for northbound traffic, as is also described in the public hearing transcript.

The design standards of the project are influenced by the geographic features of the area and are equal to or exceed those of existing Highway 20 and the Ellsworth Street structure. The essential design elements of the main line are as follows:

Total Length of Project	0.9 miles
Total Central Angles	102°15-1/2'
Total Number of Curves	2
Maximum Degree Curve	8°15'
Number of Maximum Degree Curves	1
Maximum Central Angle	88°45-1/2'
Maximum Grade	6%
Length of Maximum Grade	200' ±
Total Rise and Fall	76'

Access to the proposed facility will be limited to the North Albany Road at-grade connection, as stated in the hearing transcript. A full interchange rather than an at-grade intersection is proposed to be constructed at Spring Hill Road. A grade separation structure will be required over Highway 20.

The acquisition of approximately 30 acres of land for right of way purposes will be required extending from the northerly side of Highway 20 to the river. A study of the relocation requirements shows five businesses to be relocated. No residences or farms require relocation. The purchase of some property from the golf course adjacent to Spring Hill Road will be necessary, however, no damage to the greens or fairways is anticipated.

As indicated in the public hearing transcript, the citizens in the Albany area have for years been vitally interested in acquiring a second bridge across the river to relieve the congestion on the existing Ellsworth Street structure.

In January 1965 a House Joint Resolution urged consideration of a new structure across the Willamette River at Albany. Since this date, the Oregon State Highway Department has received considerable correspondence from civic and governmental bodies with similar requests. The majority of the correspondents, including the mayor and city council, the city manager and the area chamber of commerce, recommend the Lyon Street location for the proposed structure. Some correspondence was received requesting a Calapooia Street location for the proposed bridge. In an analysis of testimony received at the public hearing, the Lyon Street location for the proposed bridge would seem to be substantiated as serving the best interests of the area in keeping with population, zoning and transportation studies.

Of the prior studies conducted in the area, only the Calapooia Street alternate location for the proposed new bridge was considered relevant and investigated. The results of the study, which included an origin-destination survey and an analysis of traffic patterns and capacities in the area, clearly show the advantages of the proposed Lyon Street bridge location.

Oakes

ALBANY-WILLAMETTE BRIDGE SECTION
ALBANY-CORVALLIS HIGHWAY
BENTON and LINN COUNTIES

RECEIVED
MAY 5 1969
RIGHT OF WAY

MAY 2, 1969 - PHASE II

Supplement to February 29, 1968 Report.

A study of the relocation requirements under I.M. 80-1-68 shows five businesses to be relocated. One other store building is presently vacant but could be occupied if acquisition is delayed. No residences nor farms require relocation. Each of the relocatees are discussed in the following paragraphs.

Standard Service Station, approximately Station 81+00L. This station is under lease agreement with the Standard Oil Company making it a part of a large chain ownership which would make it in-eligible for displaced business benefits. Some moving cost will be involved such as moving inventory, tools, and equipment. Moving cost would be estimated at $500.00. It is the plan of the fee owners to relocate this or a similar improvement on their remainder.

Beam and McCormack Realty, approximately Station 83+00L. This is a modern real estate and insurance office operated principally by Charles McCormack the Secretary of Cloverdale Farms, fee owner of this property. Cloverdale farms have an extensive development plan which will permit the relocation of this business in it. Some moving costs will be required to move office equipment and furniture. This is estimated to be $500.00.

Patio Restaurant, Station 84+00L. This business has been sold by Gayle Pulver to E. C. Williams, 3795 Portland Road, N.E., Salem, Oregon, with possession date May 5, 1969. Fee owner of this property is Cloverdale Farms who has no present plans to relocate this business on their new development. The new owner does have another business in Salem and will not be qualified for a displaced business benefit. At this time it is difficult to make an accurate estimate of moving obligations but a fair figure would be $600.00.

Interior Designs, operated by Glenn Long, at Station 98+00 (center). Several locations are available for this business. Ray Archer, Marvin Wines, Russell Tripp, all realtors of Albany, have indicated they could find two or three good locations for this business. I have also discussed the possibility of moving the present building on to the remainder of this ownership. Mr. Long has no firm plans at this time but the several possible locations should provide a suitable relocation. Moving costs will be about $550.00.

Phillips 66 Service Station, Station 101+00L. This station is by the Phillips Petroleum Company and operated by Jack Wesbrook on a managers lease. Phillips is a chain of service stations and would not qualify for dislocation benefits. Mr. Westbrook is an outstanding operator and Phillips are endevoring to find another location for him in this area.

W. K. Charlesworth
W. K. CHARLESWORTH
R/W Liaison Agent

WKC/sm
cc G. E. ROHDE
D. H. MOEHRING

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section WILLAMETTE RIVER BRIDGE Highway Albany - Corvallis (FAR 10) County Benton & Linn Prefix 2-1408

Res. Engr. L. L. MacIntyre Approx. Length 1.0 Miles. Sta. to Sta. Date 5-21-69

Veen

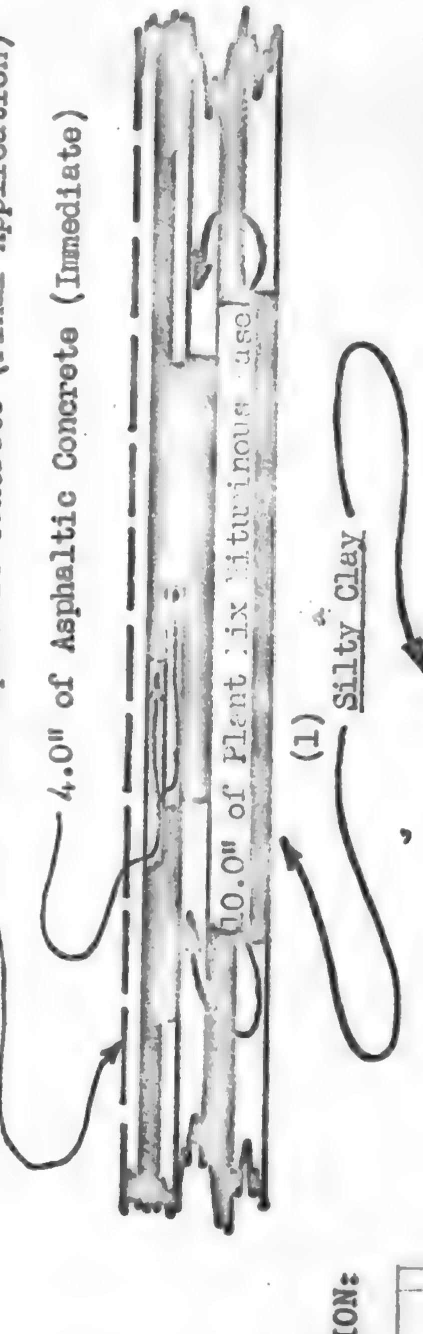
Truck A.D.T. 668 Traffic Coefficient 9.5 18 kip s.a. per day 273.9

Annual Precipitation 40"± Frost Penetration - - - -

CBE Total Req.	Credit	Actual Thick.
	4.0	2.0
	8.0	4.0
	18.0	10.0
30.0	30.0	16.0

(1)
Typical Soil
42 LL
16 PI
99 %P 10
81 %P200
2 %Gravel
7 %C Sand
10 %F Sand
45 %Silt
36 %Clay
11 "R" Value

5-21-69



2.0" of Asphaltic Concrete (Final Application)

4.0" of Asphaltic Concrete (Immediate)

10.0" of Plant Mix Bituminous Base

(1) Silty Clay

AASHO CLASSIFICATION:
A-7-6 (11)

MATERIAL SOURCES:
(1) To be determined by the Engineer.

REC'D MAY 28 1969
B.P.R.
FILING
U-1C4 (1)
7346

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by for Staff Assistant Recommended by Engineer of Materials

Recommended by asst Construction Engineer Approved by Asst. State Highway Engineer

NOTE
F. B. [illegible]

SECTION: WILLAMETTE RIVER BRIDGE

HIGHWAY: Albany - Corvallis

COUNTY: Benton & Linn

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. ~~xx~~ ~~XXTXX.~~	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
8.0 - 9.0	3.5"	10.5"	——	——	——	27.0"	14.0"
*7.0 - 8.0	3.5"	9.0"	——	——	——	23.5"	12.5"
6.0 - 7.0	3.0"	8.0"	——	——	——	20.5"	11.0"
4.8 - 6.0	2.0"	7.5"	——	——	——	17.5"	9.5"
Cars Only	2.0"	5.0"	——	——	——	12.5"	7.0"

* Spring Hill Road & North Albany Road

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	**Asphaltic Concrete**	**=**	2.0 "	**Crushed Base**
1.0"	**Plant Mix Bituminous Base**	**=**	1.8 "	**Crushed Base**
1.0"	**Cement Treated Base**	**=**	1.8 "	**Crushed Base**
1.0"	**Oil Mat**	**=**	1.1 "	**Crushed Base**
1.0"	**Stone Subbase** **(Per Standard Specifications plus Supplementals)**	**=**	0.8 "	**Crushed Base**
1.0"	**Lime Treated Subgrade**	**=**	—— "	**Crushed Base**

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: WILLAMETTE RIVER BRIDGE
HIGHWAY: Albany - Corvallis
COUNTY: Benton & Linn

6400 Present ADT (1969)
7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	220	2.0	440	330	450	148,500
3	90	2.0	180	135	1000	135,000
4	15	2.0	30	23	1250	28,750
5	120	2.0	240	180	3180	572,400
6	0	---	---	---	2570	-------
				668	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 884,650
TWENTY YEAR EWL 17,693,000
TRAFFIC COEFFICIENT 9.5

SECTION: WILLAMETTE RIVER BRIDGE

HIGHWAY: Albany - Corvallis

COUNTY: Benton & Linn

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., P.C.C., & Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison as this is a fairly short project and traffic has to be maintained during construction.

REC[illegible]D
MAY [illegible]

Form [illegible]A-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

U-104 (3)
9346

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 14, 1969

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Moehring

SUBJECT: Oregon Project F-104(-)
Willamette River Bridge Section
Corvallis-Albany Highway
Relocation Plan
(Mr. John R. Oakes' May 6 letter)

Mr. Oakes' letter submitted a detailed plan for relocating the businesses which will be displaced by this project. I understand no individuals or families are involved.

It appears the businesses can satisfactorily be reestablished in other locations; therefore, the plan is approved.

Orig to Moehring 5-16-69

Young
5-20-69

RECEIVED
MAY 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

UY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 14 1969
FO.

STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 12, 1969

In reply refer to: 08-35-EC/400.1
Copy 'No Hearing' file

11-104(3)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7346

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-104(-)
Willamette River Bridge (Albany) Section
Albany-Corvallis Highway
Public Hearing Status and Design Approval

I concur no further public hearings are required for the subject project. I have determined that the hearing previously held adequately dealt with design issues relating to major design features.

Design approval cannot be given until we have been provided with the design study report required by Paragraph 10 of PPM 20-8. This report should include your findings regarding economic effects, noted in my July 9, 1968 memorandum, concerning the public hearing.

See Albany hearing file 68

5-14-69

Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
MAY 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

U-104(-)

7346

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 1, 1969

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

KLABOE

SUBJECT: Oregon Project F-104(-)
Willamette River Bridge Section
Albany - Corvallis Highway
Linn and Benton Counties
Files 43469 and 43470

Assistant Right of Way Engineer John R. Oakes' letter of April 25, 1969 requests our concurrence in your proposal to acquire right of way on the basis of protective buying as outlined under Paragraph 3 of IM 20-1-69 dated April 8, 1969. We concur in your proposal with the understanding that a relocation plan will be submitted in accordance with Paragraph 7b of IM 80-1-68. Our concurrence does not commit Federal participation in the costs of right of way or relocation. It is our understanding that the right of way will be purchased with State funds.

5-5-69

1st Asst. State Hwy. Engr

RECEIVED
MAY 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 28 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Const

Bridges

[illegible]

April 25, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

NOTED
R. L. PORTER

File 43469
File 43470
Willamette River
Bridge Section
Albany-Corvallis Highway
Linn and Benton Counties

Dear Mr. Simpson:

We have received all of the descriptions on the above project and are preparing a relocation plan for your approval.

In the meantime, we have discovered that a shopping center is being constructed on the above two files and we request your concurrence in their acquisition at the earliest possible time. This request is based upon paragraph 3 of IM 20-1-69.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH

cc R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

RECEIVED
APR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1969
FOR FILING

U-104(3)
7346

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1969

To: Mr. D. H. Moehring
Right of Way Engineer
Office

SUBJECT: Willamette River Bridge Section
Albany - Corvallis Highway
Benton and Linn Counties

Attached are 11 Files (15 parcels) and an authorization which completes the descriptions for the subject section.

The public hearing was held June 5, 1968, the survey was approved October 1, 1968 and the project is scheduled for September 25, 1969.

Please note that File 43476 (Frager) is the hardship case which Mr. Oakes requested in his letter of April 2, 1969.

D. J. Barbee
Design Engineer

By Frank L. Hall
Frank L. Hall
Assistant Design Engineer

FOS:jg

Attachments

cc: Mr. F. B. Klaboe ✓

T. B. KLABOE

Cooper
By Asst. State Hwy. Engr.
Info

NOTED
FORREST COOPER

RECEIVED
APR 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1969
G

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

[illegible]
U-104 (3)
7346

NPPND-WM-P
1507-24(Willamette R.-Misc.)-51.

10 April 1969

PUBLIC NOTICE 69-29
WILLAMETTE RIVER MILE 120 AT ALBANY, OREGON------TEST DRILLING

The Oregon State Highway Department, Highway Building, Salem, Oregon 97310, has applied for and been granted a temporary permit to conduct test drilling in the Willamette River, approximately 150 to 250 feet downstream from the existing Albany Highway Bridge. The drilling will be accomplished by a rotary drill mounted on a 10 X 10-foot steel barge. The period for which this permit has been issued is 14 April 1969 to 30 June 1969.

Additional information concerning this work may be obtained from Mr. T. C. Roake at the above address.

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Division

NOTED
VICTOR D. WOLFE

RECEIVED
APR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR [illegible]4 1969
FILING

U-704 (3)

7346

REFERRED TO
admin
BY SECRETARY

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-WM-P
1507-24 (Willamette R.-Miscellaneous)-51.

9 April 1969

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

Referring to your written request dated 9 April 1969 I have to inform you that upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army to drill test holes from an anchored barge in the Willamette River at river mile 120 approximately 150 to 250 feet downstream from the existing Albany Highway Bridge.

If the work herein authorized is not completed on or before 31 December 1969, this permit, if not previously revoked or specifically extended, shall cease and become null and void.

It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

ROBERT L. BANGERT
Colonel, Corps of Engineers
District Engineer

By George E. Hyde
GEORGE E. HYDE
Chief, Navigation Division

RECEIVED
APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy -
Merchant
[illegible]
4-10-69

NOTED
TOM EDWARDS

RECEIVED
APR 10 1969
OREGON
STATE HIGHWAY COMMISSION

(Called [illegible] - 1:25 PM., 4-10-69
+ notified him of Corps approval.
jr)

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 9, 1969

District Engineer
U.S. Army Engineering District
P. O. Box 2946
Portland, Oregon 97208

Gentlemen:

I would like to request permission to do some test hole drilling in the Willamette River at Albany. This drilling will be to investigate the subsurface conditions for the piers for the proposed structure across the river. The attached vicinity map shows the locations of the proposed test holes.

I would like to have this considered on an emergency basis, due to the recent rescheduling of the construction of this bridge, and because the river conditions at this time are very favorable to setting our small barge on the site.

The drilling will be done with a small rotary drill, mounted on a 20'x10' steel barge. There will be anchor lines to hold the barge in place and of course, we will comply with Coast Guard regulations regarding lights, signing, etc., and will place an article in the local paper concerning our activities.

We would like to commence this work next Monday, April 14, and will possibly be on the river up to four weeks.

Very truly yours,
Ivan D. Merchant
Bridge Engineer
By:

Theo. C. Roake
Assistant Bridge Engineer

MC:jf

cc: ✓ Tom Edwards
A. A. Rear
R. D. Asbury

RECEIVED
APR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1969
FOR FILING

U-104(3)
7346

April 8, 1969

Oregon State Highway Commission

Gentlemen:

Chairman Jackson has asked that the Albany Bridge Section on the Albany-Corvallis Highway in Linn and Benton Counties be prepared for early contracting. This, of necessity, will have to be a Federal-aid project and will require adjustments in the tentatively approved Program XI.

It is recommended that the Winston-Shady project on the Coos Bay-Roseburg Highway be deferred and the Albany Bridge Project be substituted in lieu thereof. This will involve a $3,500,000 project with the following to be added to Program XI:

Willamette River (Albany) Bridge Section
Albany-Corvallis Highway
Linn and Benton Counties

Length	Right-of-Way	Construction
0.94 mile	$350,000	$3,150,000

Defer:

Winston-Shady Section
Coos Bay-Roseburg Highway
Douglas County

Length	Right-of-Way	Construction
2.72 miles	None	$3,250,000

This matter will be on the agenda for the April 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
L. H. Young
F. D. Morgan
F. D. Morgan
C. H. Maison
Ivan Merchant
R. D. Asburry
C. T. Kessey

RLP:ms sr

RECEIVED
NOV 13 1968
FOR FILING

66-104 (3)
7346

3a-2
10-1-68

October 22, 1968

Benton County Court
Courthouse
Corvallis, Oregon 97330

Attention: Mr. Ralph Schindler
County Clerk

Gentlemen:

The State Highway Commission at its meeting on October 1 adopted a survey concerning improvement on the Willamette River Bridge (Albany) Section of the Albany-Corvallis Highway.

You will recall that a public hearing on this project, known then as Albany Bridge Section, was held in Albany on June 5, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 354" adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc Mr. [illegible] D. [illegible]

October 22, 1968

City of Albany
City Hall
Albany, Oregon 97321

Attention: Mr. Ernest W. Isham
City Recorder

Gentlemen:

The State Highway Commission at its meeting on October 1 adopted a survey concerning improvement on the Willamette River Bridge (Albany) Section of the Albany-Corvallis Highway.

You will recall that a public hearing on this project, known then as Albany Bridge Section, was held in Albany on June 5, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 354" adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Attachment

cc Mr. V. D. Wolfe

October 22, 1968

Linn County Court
Courthouse
Albany, Oregon 97321

Attention: Mr. Don Penfold
County Clerk

Gentlemen:

The State Highway Commission at its meeting on October 1 adopted a survey concerning improvement on the Willamette River Bridge (Albany) Section of the Albany-Corvallis Highway.

You will recall that a public hearing on this project, known then as Albany Bridge Section, was held in Albany on June 5, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 354" adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

RECEIVED
OCT 7 - 1968
FOR FI

U-10.4(3)
7346

October 4, 1968

ret'd by Post Office
10-8-68
- remailed to
Rt. 4, Box 383M
Albany, Oregon

Ms. Louise M. Barton, Secretary
Benton County Park Board
Route 2, Plymouth Road
Corvallis, Oregon 97321

Dear Ms. Barton:

Re: Willamette River Bridge Section
Albany-Corvallis Highway
Linn and Benton Counties

Thank you for your letter of September 25 recommending purchase of all land feasible in addition to that required for right-of-way for the proposed bridge at Albany.

Final details have not been completed; however, it appears that little area will remain between the river and the future construction along the Albany-Corvallis Highway and that developing of a park on the remnant would not be suitable. This has been discussed with representatives of the Willamette Greenway Study and it appears that this area might well be utilized as a scenic strip or possibly as a walk-in park from the area downstream.

We appreciate your interest.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - 7835
F. D. Morgan
R. D. Asburry - Enc.
L. P. Shaw

ADO:jp srb

REFERRED TO
Walker + Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

.7835

Rt 2 Plymouth Rd.

Corvallis, Oregon
September 25, 1968

Forrest Cooper
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

The Benton County Park Board wishes to recommend to the Highway Commission that it purchase all land feasible in addition to that required for right-of-way between the present and proposed bridge at Albany. This land to be used and developed for park purposes.

Very truly yours,
Louise N Barton
Secretary, Benton Co. Park Board

Routing
Morgan
Decker
Bond
1 Barbee
Walker
Glenn
Swan
E Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

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CONSTRUCTION
DIVISION

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SEP 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 24 1968
FOR FILE
U-104(3)
7346

September 23, 1968

Oregon State Highway Commission

Gentlemen:

The survey on the Willamette River Bridge (Albany) Section of the Albany-Corvallis Highway in Linn and Benton Counties has been completed. A public hearing was held on this project June 5, 1968. The majority of testimony favored our plan. An interchange was suggested at North Albany Road and a new bridge location at Calapooia Street. An interchange at North Albany Road is not recommended because of the close proximity of our proposed interchange at Spring Hill Road. Studies indicate a new bridge at Calapooia Street may be necessary in the future, however, no action is recommended at this time as the bridge at our proposed location is needed much more. The length of this project is 0.86 mile and a map is attached for your information.

The estimated cost of construction of this section is $2,443,000 and the estimated cost of right-of-way is $350,000, for a total estimated cost of $2,793,000. It is intended to acquire sufficient rights-of-way for the proposed interchange with a channelization to be constructed within this right-of-way at the present time.

We recommend your approval of this survey and request authority for the purchase of the necessary rights-of-way, with construction to take place when funds are available.

This matter will be on the agenda for your consideration at the October 1 meeting.

Very truly yours,

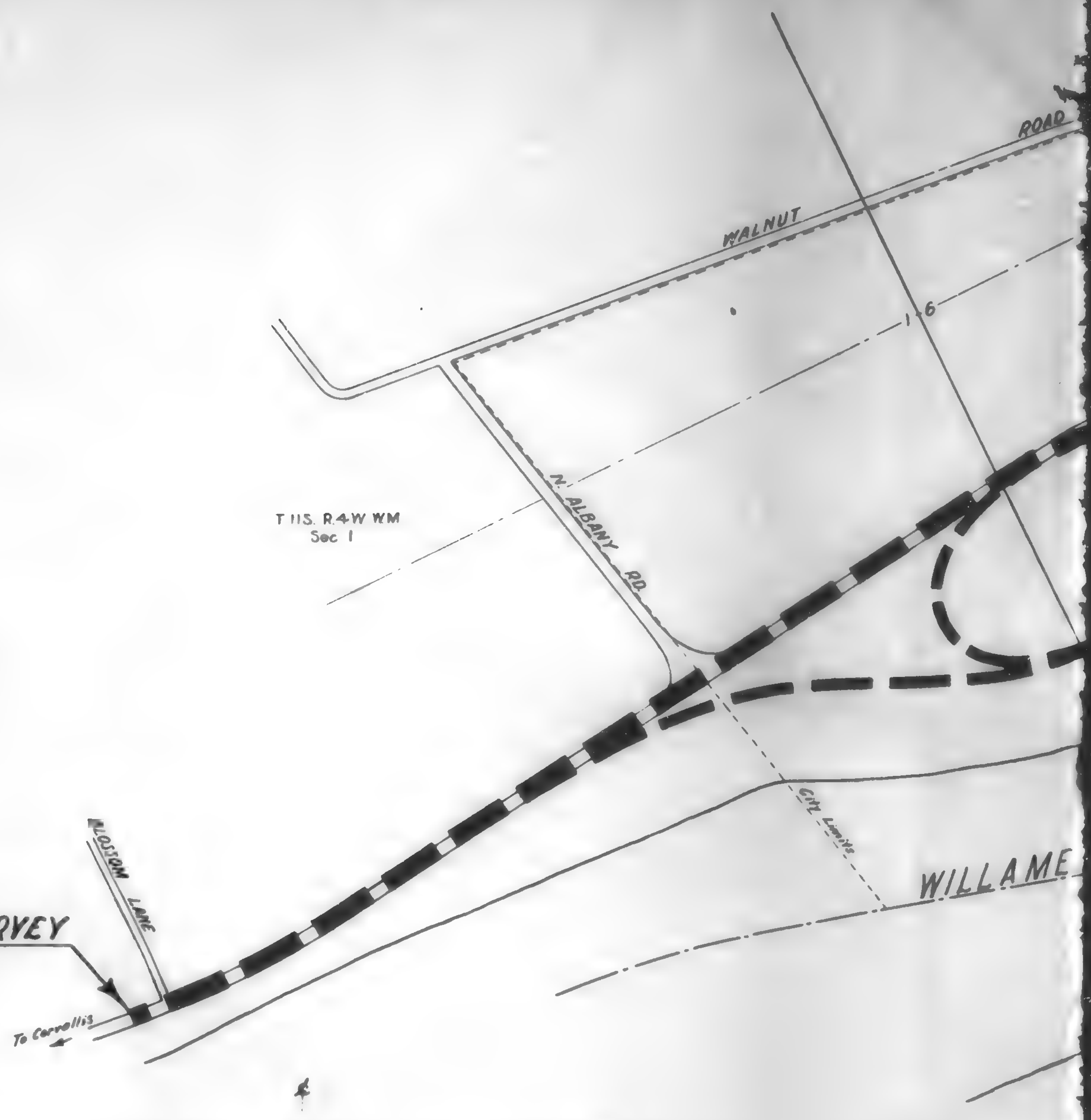
Forrest Cooper
State Highway Engineer

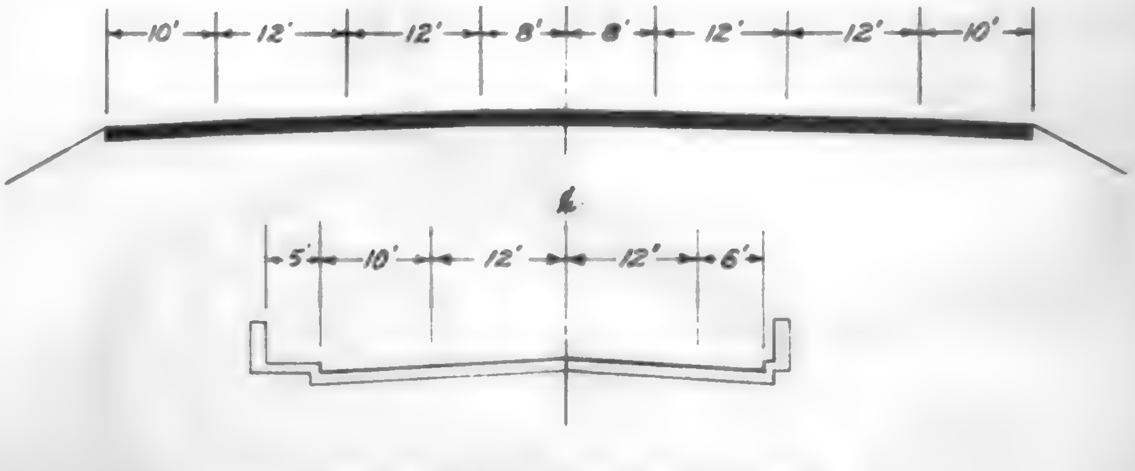
By

F. B. Klaboe
Assistant State Highway Engineer

BG:jp lms
Attachment

bc: Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. R. Maison
D. H. Moehring
R. D. Asburry





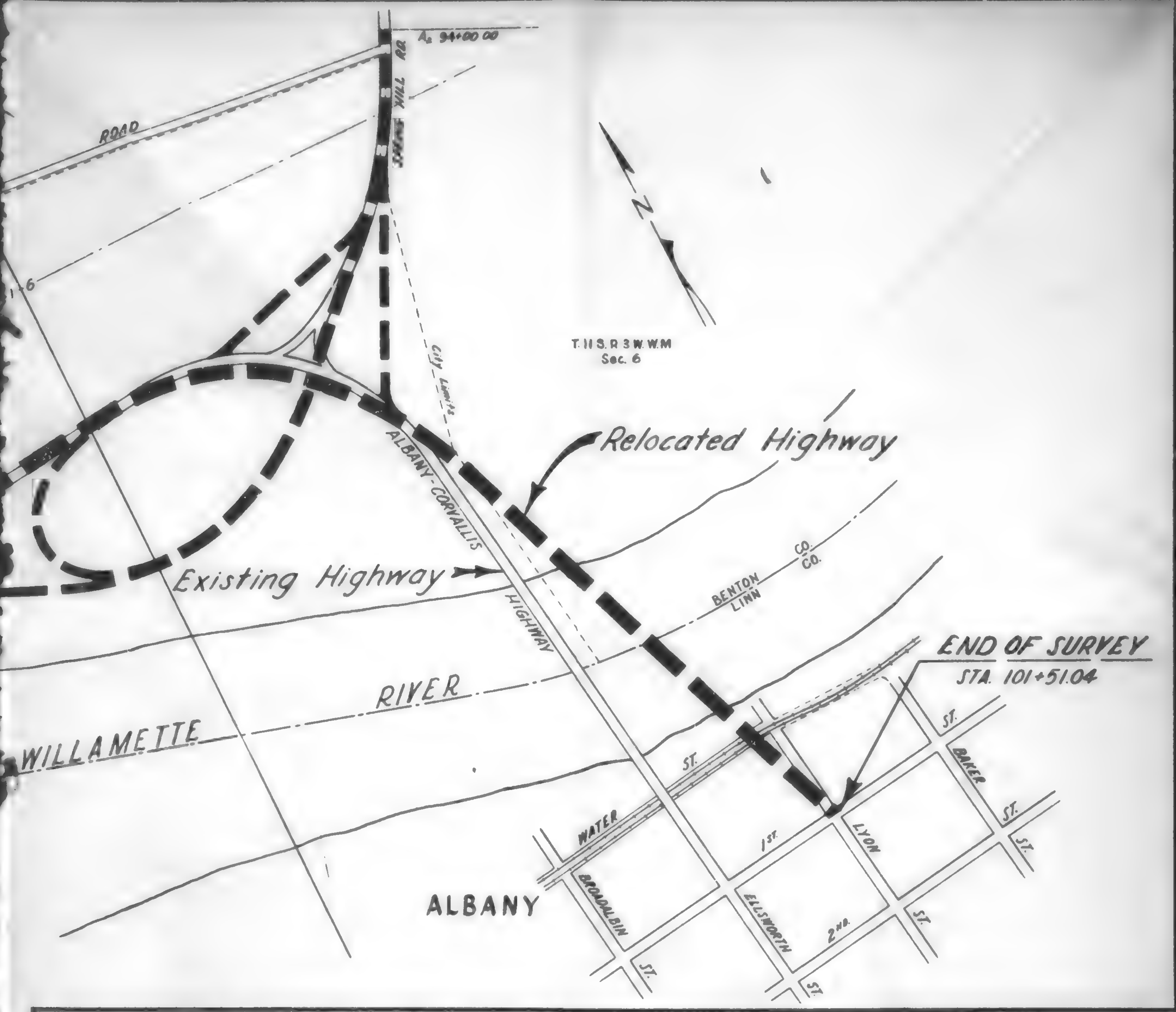
TYPICAL SECTION'S

PUBLIC HEARING
SYSTEM ACTION
COUNT
STATE
BUREA
THROUGHWAY R
ACCESS CONTRO

APPROVED

0.86 Mi.

DRG. NO. 1R-4-348



PUBLIC HEARING 6-5-68
SYSTEM ACTION
COUNTY None Required
STATE HIGHWAY COMMISSION None Required
BUREAU OF PUBLIC ROADS None Required
THROUGHWAY RESOLUTION ADOPTED None Required
ACCESS CONTROL Limited

APPROVED: SEP 23 196~~8~~9

ORIGINAL SIGNED BY
F. B. KLABOE
[illegible] ~~DEPUTY~~ STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

WILLAMETTE RIVER BRIDGE

ALBANY-CORVALLIS HIGHWAY

LINN & BENTON COUNTIES

DRG. NO. 1R-4-348

SCALE: 1" = 350'
DATE: Sept., 1968

FOR DETAILS SEE DRG. NO.

RECEIVED
AUG 13 1968
FOR [illegible]

U-104(3)
7346

Cross Referenced To:
Const
r/d
Parks
[illegible]

August 13, 1968

Mr. Dyrol Burleson, Superintendent
Linn County Parks and Recreation Department
Post Office Box 100
Albany, Oregon 97321

Dear Mr. Burleson:

Your August 5 letter regarding right-of-way limits for a proposed second bridge across the Willamette River at Albany is appreciated. The time to establish right-of-way boundaries is, of course, dependent upon approval of a project and securing its financing.

Your suggestion will be given consideration when preparation of plans is undertaken.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:sjw
cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
P. D. Morgan
David G. Talbot
R. D. Asburry

LINN COUNTY PARKS & RECREATION COMMISSION
P. O. BOX 100 ALBANY, OREGON 97321

August 5, 1968

.7621

Shaw

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

The Linn County Parks and Recreation Department recognizes the important role of the Willamette River in meeting the outdoor recreation needs of the Willamette Valley. The city of Albany is attempting to create a Willamette River Front Park within and adjacent to their city limits. The Linn County Parks and Recreation Department strongly supports the development of this river front park, realizing that it is an important segment of the over-all recreational development of the river.

Porter

Your department is investigating the possibility of constructing a much needed second bridge, over the Willamette River, at the city of Albany. If the Highway Department should take action on this proposal, the acquisition of right-of-ways will be necessary. If the Highway Department should acquire all the land on the north river bank, between the Willamette River and the proposed new construction for the bridge and continue this acquisition easterly along the river bank, a major step could be taken toward realizing the Willamette River Front Park for Albany. This acquistion would also beautify your proposed interchange.

I am enclosing a map prepared by your department for the public hearing on the proposed second bridge. I have shaded in the areas which I trust you will consider acquiring. I have also enclosed two maps showing the planned Willamette River Park developments in and near the city of Albany. One of the maps is from The North Albany Parks Study prepared in 1968 by Dick Bancroft for Benton County; the other map is from the Parks and Recreation Plan prepared in 1966 by the Bureau of Municipal Research and Service of the University of Oregon for the city of Albany.

Sincerely,

Dyrol Burleson

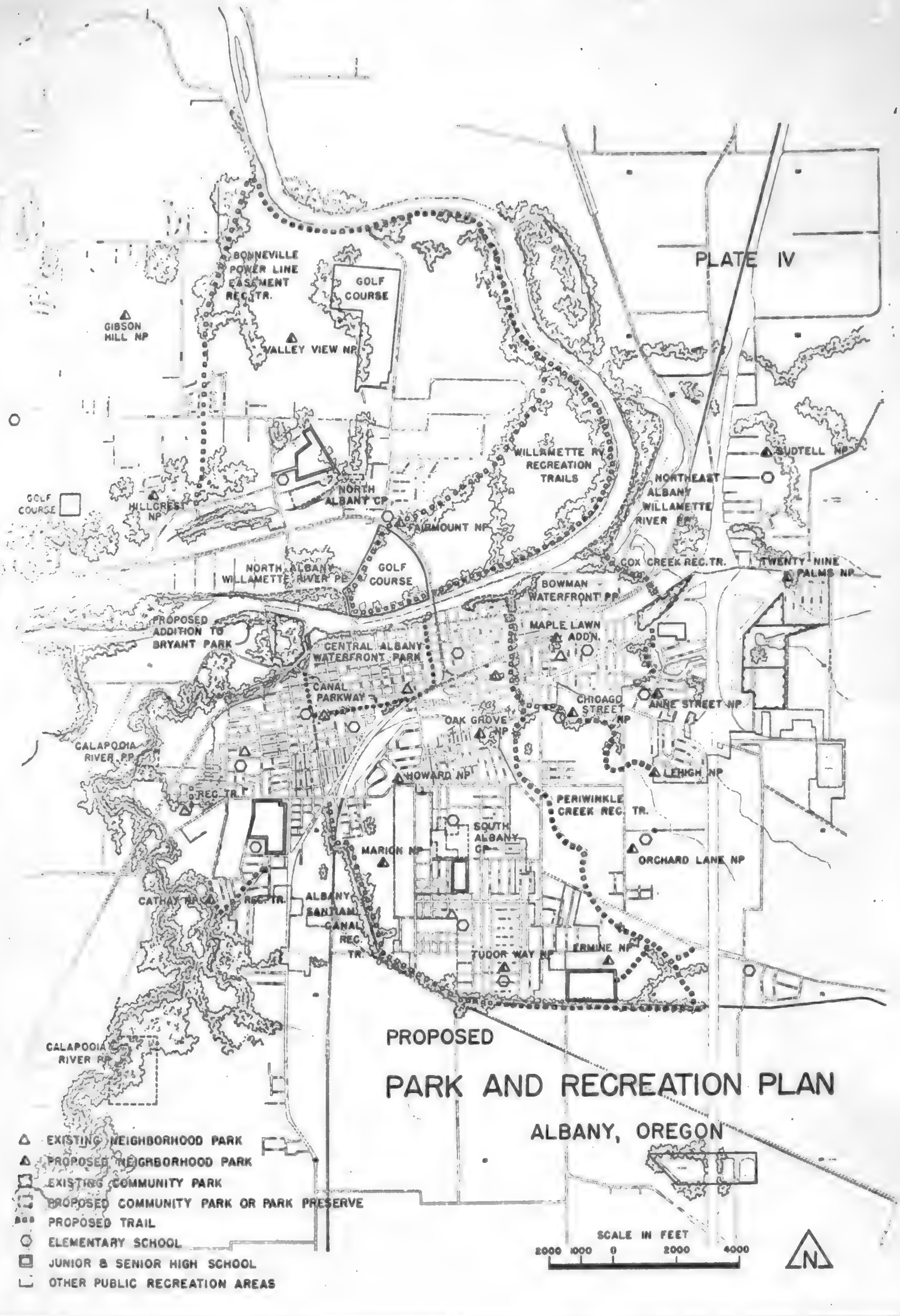
Dyrol Burleson, Superintendent
Linn County Parks and Recreation

DJB:jn
Enclosures: 3
cc: George Churchill
Dr. R. M. Peffer
Walter Haniuk

RECEIVED
AUG 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

copy FC

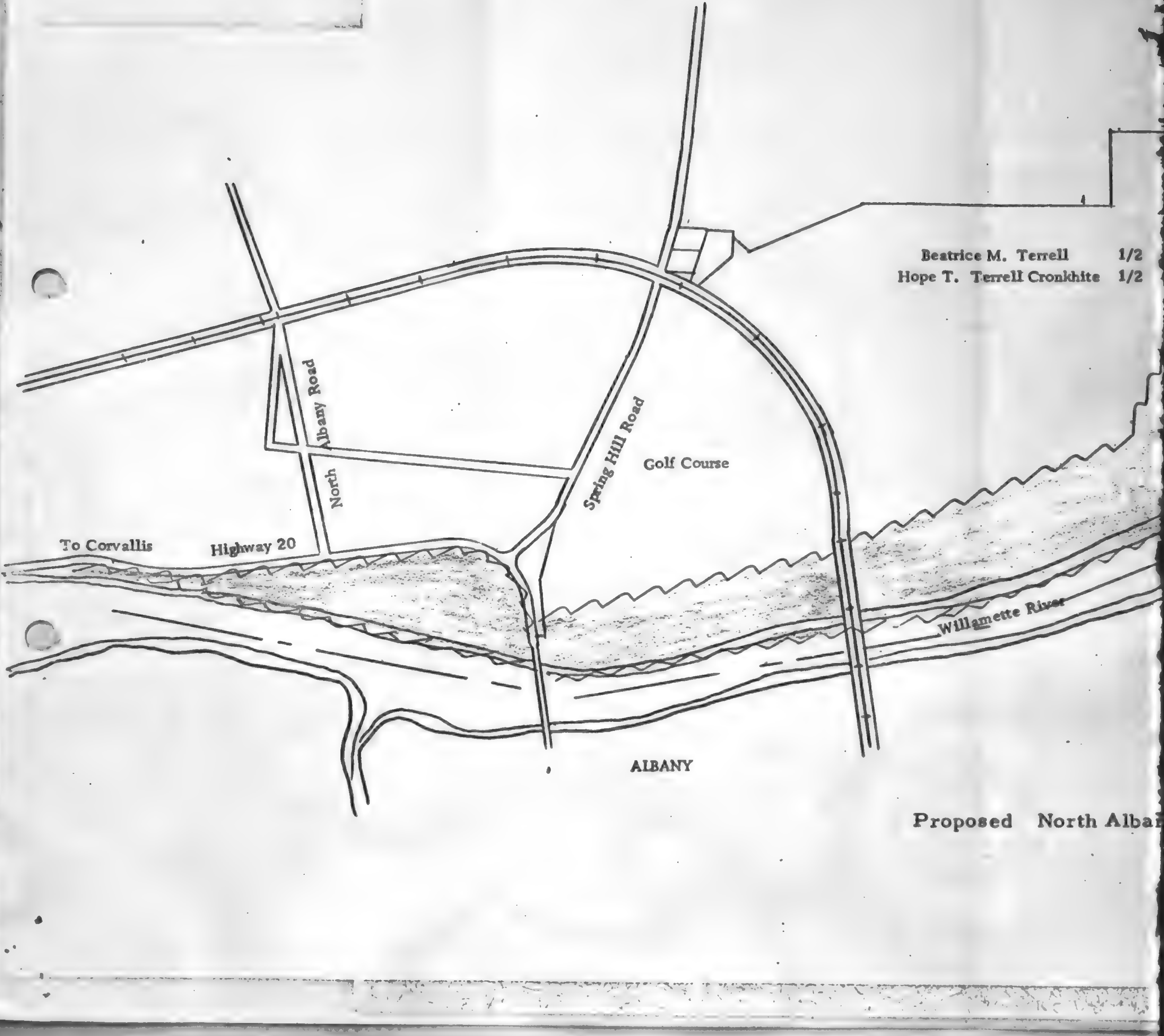
PLATE IV



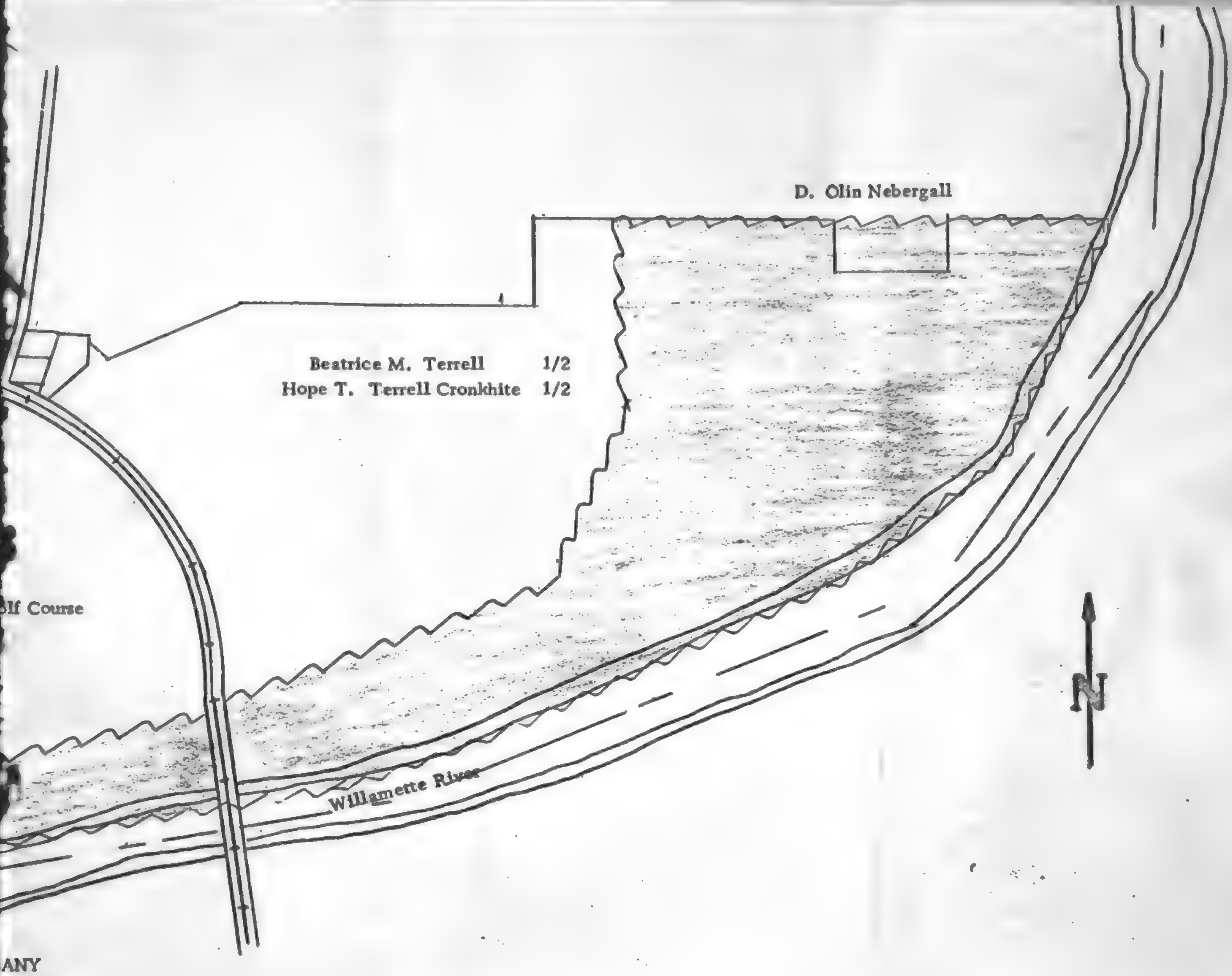
PROPOSED

PARK AND RECREATION PLAN

ALBANY, OREGON



Proposed North Alba



Proposed North Albany Willamette River Park Preserve

Keep

RECEIVED
MAY 17 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH [illegible]~~
WASCO
~~DAVID E. SIMPSON~~
PORTLAND

RECEIVED
MAY 17 1968
ENGINEER
COUNTY & CITY DIVISION

ll-104 (3)
7346

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 15, 1968

Mr. William D. Bollman
City Manager
City Hall
Albany, Oregon 97321

Dear Sir:

This is in reference to previous correspondence and discussions and our meeting yesterday regarding the matter of the proposed second structure across the Willamette River in Albany.

We propose to hold a formal public hearing in the Albany City Council Chambers in Albany beginning at 2 p.m. PDT, on Wednesday, June 5, 1968. This will be preceded by informal hearings on Monday and Tuesday, June 3 and 4, respectively.

If, after study of the hearing testimony, the Highway Commission adopts this route, State will negotiate right-of-way acquisition for future construction and arrange the necessary agreements in accordance with our latest discussion. However, State is desirous that the City agree to the closing of existing Lyon Street and donate the right-of-way within existing Lyon Street and that portion immediately adjacent and westerly thereof for the proposed project; and State will grant parking under the proposed structure where feasible, after completion of the project.

Illumination, signalization, and related matters pertaining to the proposed project will be covered by future, separate agreement.

Please consider the above in relation to City's position on the proposed project; and if concurrence is obtained, sign a copy of this letter and return it to this office.

We appreciate your concern in this matter and the splendid cooperation of the City on other projects related to highway construction.

Hwy. Comm.
original to - FILES

A formal letter of notification regarding the hearing details will be forthcoming.

Very truly yours,

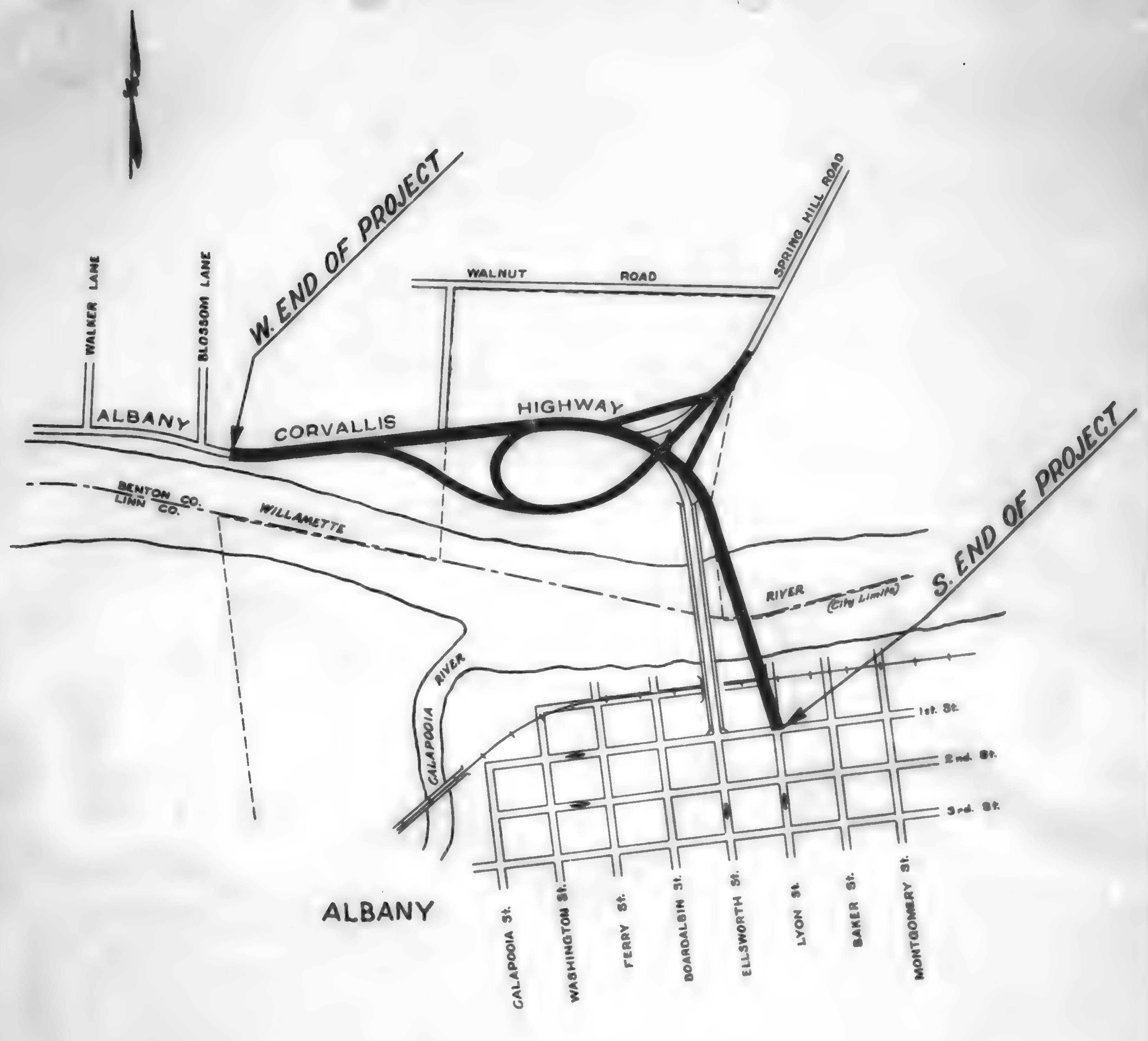
Forrest Cooper
State Highway Engineer

By

D. N. Harwell
D. N. Harwell
Assistant County and City Engineer

DNH:mm

APPROVED
CITY OF ALBANY
BY MAYOR Russell
BY RECORDER Ernestine Isham
DATE May 16, 1968



Preliminary Hearing Map

WILLAMETTE RIVER BRIDGE SECTION
ALBANY - CORVALLIS HIGHWAY
LINN & BENTON COUNTY

RECEIVED
MAY 7 - 1968

FOR FILING
11-164 (3)
7346

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1968

SUBJECT:

To: MEMO TO FILE

On this date, Chairman Jackson issued instructions that a public hearing be held on the Albany bridge matter and that right-of-way on the right bank of the Willamette River be acquired.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

RECEIVED
FEB 5 - 1968

FOR FILING

11-104 (3)
7346

Cross Referenced To:
Also
Petitions
Linn Co.

February 2, 1968

Mrs. William Brooks
1014 South Lafayette
Albany, Oregon 97321

Dear Mrs. Brooks:

The Highway Commission has asked me to acknowledge the petitions which were sent to Chairman Glenn L. Jackson involving the location and construction of the Willamette River Bridge at Albany. The Commission has discussed this matter and asked that I inform you of its thinking.

While tentative engineering studies have been made, no final determination as to location has been determined nor does it appear that it will be possible to finance this structure in the immediate future.

Before any definite proposal is made for the construction of the bridge, public hearings will be held at which the proposal will be fully explained and citizens or groups will have ample opportunity to express themselves.

We are directing this letter to you and assume that you will notify the other petitioners.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
R. D. Asburry

FC:fn

January 25, 1968

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power & Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

We have a petition signed by umpteen citizens of Albany requesting a second bridge across the Willamette River.

As you know, this bridge is not on any schedules and it does not appear, with our present condition of financing, that it will be for some time.

I will be glad to answer the petition if you wish. The person who sent the petition is: Mrs. William Brooks, 1410 South Lafayette, Albany.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

PETITION

WHEREAS, It is becoming increasingly apparent that there is a need for a second bridge spanning the Willamette River, in the Albany area, and

WHEREAS, There have been hearings and presentations to the State Highway Commission, concerning the placement of a bridge extending north from Lyons Street in Albany, Oregon, across the river, and then in a westerly direction, and

WHEREAS, This would deprive private land owners of real property which could not be replaced, and would cause increasing congestion in downtown Albany and in north Albany, and

WHEREAS, The undersigned feel that there are other more adequate alternates available,

THEREFORE, we, registered voters of Linn and Benton County, request that the State Highway Commission seek an alternate route and urge that all alternate routes be thoroughly investigated:

NAME	ADDRESS
Richard L. Hupert	1805 Old Pacific Albany
Gerald A. Simonis	1435 Chestnut, Albany
Stanley C. Robinson	1250 Maple, Albany
Leo F. Lemaster	125 N. Marilyn Albany
Walter Smith	1850 Walnut
Mary H. Rohrbaugh	310 W. 7th Albany Ore.
Walter W Offutt	Rt 4 Box 327-A Albany Ore.
Francis G. Ryals	140 S Fulton, Albany
S.L. Wimer	240 Country Club Lane Albany
Thomas G. Jackson	3015 S. Liberty Albany
William C. Good	R#1 - Box 207 Albany
Carl E. Vetoff	2908 Locust
[illegible]	[illegible]

WHEREAS, There have been hearings and presentations to the State Highway Commission, concerning the placement of a bridge extending north from Lyons Street in Albany, Oregon, across the river, and then in a westerly direction, and

WHEREAS, This would deprive private land owners of real property which could not be replaced, and would cause increasing congestion in downtown Albany and in north Albany, and

WHEREAS, The undersigned feel that there are other more adequate alternates available,

THEREFORE, we, registered voters of Linn and Benton County, request that the State Highway Commission seek an alternate route and urge that all alternate routes be thoroughly investigated:

NAME	ADDRESS
Richard L. Hufert	1805 Old Pacific Albany
Derald A. Simonis	1435 Chestnut, Albany
Stanley E. Robinson	1250 Maple, Albany
Leo F. Loemaster	125 N. Marilyn Albany
Walter Smith	1850 N. Elm
Mary H. Rohrbaugh	310 W. 7th Albany Ore.
Walter W. Offutt	Rt 4 Box 327-A Albany Ore.
Francis P. Ryals	140 S. Fulton, Albany
S. L. Winner	240 Country club Lane Albany
Thomas G. Jackson	3015 S. Liberty Albany
William C. Gord	R#1 - Box 207 Albany
Carl E. Vitoff	1908 Locust
David B. Coleman	1135 W. 26
Clarence C. Miller	2621 S. Columbus Albany
J. A. Southworth	811 Fulton Albany

RECEIVED
SEP 12 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

U-104 (3)
7346

2-1408

18

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 8, 1967

1918

Mr. Norvall Tree
905 Springhill Road
Albany, Oregon

Subject: Second Willamette River Bridge
Albany-Corvallis Highway

Dear Sir:

The matter of your improving the 12th tee on the Albany Golf Course, as discussed with Mr. MacIntyre and myself at our recent meeting, was discussed with Assistant State Highway Engineer F. B. Klaboe.

It was the consensus at this discussion that your improving of this tee by removing some of the fir trees in this area and moving the tee back twenty or twenty-five yards making the fairway that much longer would not affect our present plan of construction in this area and that the department would not offer any objection to this. We are not requesting this work to be done nor are we giving permission for it, as this is not our right, but merely assuring you that we have no objection to it, as we do not feel that it will seriously affect our future work in this area.

NOTED
F. B. KLABOE

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:sm
cc F. B. Klaboe
F. D. Morgan

RECEIVED
SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

2-1408

FORM E-30X—50M—7-66 SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1967

SUBJECT: Assignment FBK-1918 and 1084-P
Second Willamette River Bridge
Albany-Corvallis Highway

To: Mr. F. D. Morgan
Construction Engineer
Department

September 6, accompanied by Resident Engineer MacIntyre, I contacted Walter H. Eason and Norvall True (apparently the contract purchasers of the Albany Golf Course) and discussed with them the most recent proposal for the constructing of a second bridge across the Willamette River in Albany, said proposal in accordance with the attached sketch.

It was explained to these people the limits and construction of the proposed project, with the understanding that all points and information given to them was fairly rough in nature being from a preliminary plan and exact dimensions could not be given. Both Mr. Eason and Mr. True indicated to us that the plan as explained to them would affect the operation of the golf course very little. They seemed quite pleased with this plan.

There is one problem--minor in nature--which would arise from the construction of this plan. Some of the trees on the right of the 12th fairway would be obliterated by the construction of a retaining wall. At the present time these trees form a screen between the fairway and the county road for golf balls straying by "splicers" when they tee off on No. 12 tee. When these trees are removed, it would be necessary to erect a wire screen to serve this purpose. This would necessitate approximately 200 yards of such facility. This was the only objection that either of the two individuals offered regarding this plan.

Slicers

R. D. Asburry
Division Engineer

RDA:am

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
[illegible]
Murdock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 11 1967
CONSTRUCTION
DIVISION

RECEIVED
AUG 28 1967
FOR FILING
U-104(3)
7346

Salem, Oregon 97310
August 25, 1967

Second Willamette Bridge
Albany-Corvallis Highway

Mr. F. D. Morgan
Construction Engineer
BUILDING

Your proposed location for this structure apparently encroaches somewhat on the Albany golf course. This course is owned by Hope Turrell and BeatriceCronkhite. It is apparently being purchased by Walter H. Eason and Norvall True under an unrecorded contract purchase procedure.

Please have the Division Engineer involved contact the contract purchasers and discuss our plan with them. I would like an expression as to whether or not the proposal damages the golf course in any way whatsoever and, if it does, any suggested remedy if one is possible.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe

Albany Golf Club, Inc.

A PUBLIC COURSE

Babe True & Walt Easom, Owners

905 SPRINGHILL ROAD
ALBANY, OREGON
PHONE 928-8338

U.S.G.A. Rules Govern Play

LOCAL RULES

1. ALL roads are out of bounds.
2. Base of piling of Railroad on 1 and 2, out of bounds.
3. Practice area. Left of boundary stakes on 10 out of bounds.
4. 18 Hole players stopping at club house lose No. 10 tee privileges.

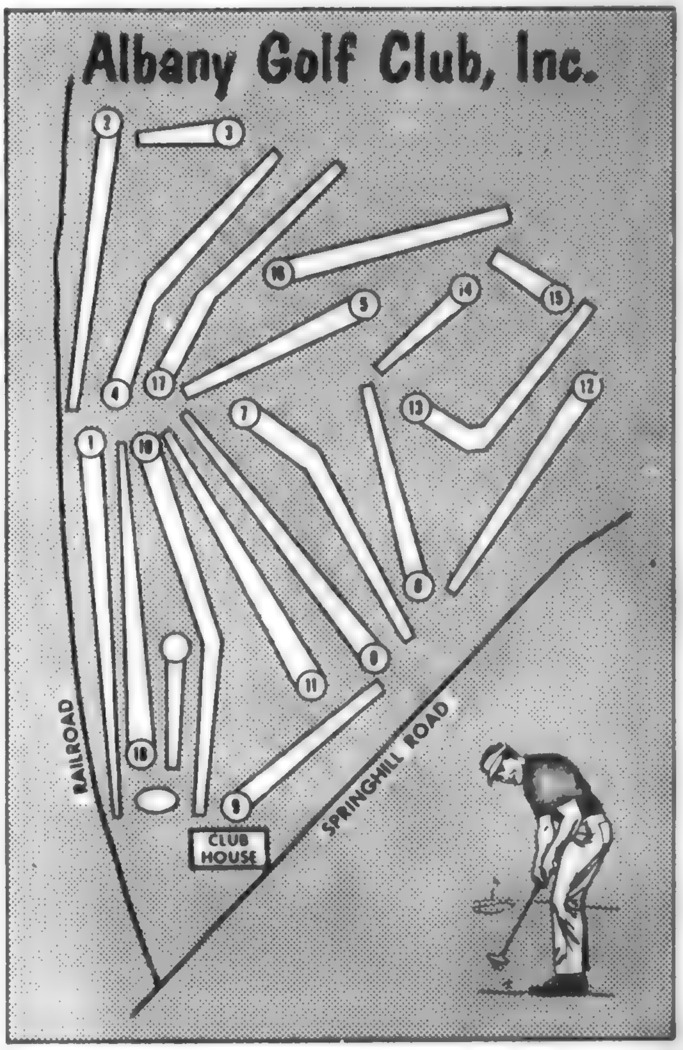
* * *

The Management may deny the use of this course to individuals violating the following:

1. Cutting in.
2. Practicing on the course.
3. Nothing over foursomes allowed on the course.

CONDITIONS OF PLAY

1. The starting point shall be the first tee; permission to start at other than the first tee must be obtained from the Starter.
2. A match searching for a lost ball must, on request, allow the following matches to pass through.
3. The use of the same set of clubs by more than one player in any match is prohibited.
4. Notice is hereby served that the management is not liable for accidents to players or spectators while on the course.



RECEIVED
JUL 27 1967
FOR FILING

U-104(3)

7346

STATE HIGHWAY COMMISSION MEETING

Delegation Mr. Jack Blair, Albany, and others, representing the Albany Chamber of Commerce, re construction of a second bridge across the Willamette River

Date [illegible] 3, 1960

Time [illegible]45 a.m.

812
1620

Name	City or Town	Capacity
James Goode (spokesman)	Albany	
Orval Thompson	"	
James W. Smith	"	
Howard Hickam	"	
Jack Blair	"	
George Lichtenthaler	"	

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

RECEIVED
NOV 17 1966

U-104(3)
7546

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 1 5 1966
CONSTRUCTION
DIVISION

November 14, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letters of November 2, and November 4, 1966, which enclosed the prospectuses for the following projects:

Willamette River Bridge Section, Albany-Corvallis Highway, Linn and Benton Counties.

Cox Creek-S.P.R.R. Overcrossing Section, Albany-Junction City Highway, Linn County.

We approve the routes of these projects and the Cox Creek Section will not have any effect on wildlife resources.

The matter of timing for work in the Willamette River will interest us when the plans are developed. The Willamette River in that area harbors upstream and downstream migrants of valuable anadromous species, as well as other game fish. Utmost protection must be afforded these valuable runs.

Thank you for the opportunity to review this material.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

F. B. KLABOE

ROK/dm

cc: Director OFC

11-16-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
fp

RECEIVED
NOV 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
2 2 1966

Routing

Clonn
Swan

U-104 (3)
7346

RECEIVED
DEC 1 5 1966
CONSTRUCTION DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 4, 1966

NOV - 9 1966

RECEIVED
FISH COMMISSION
_ Director
_ Asst. Director
_ Fiscal Officer
_ Spec. Asst.
_ Auditor
_ Licenses
_ Fish Culture
_ Research
✓ Engineering
_ Water R...
_ Inform.

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are the following prospectuses for location surveys proposed by the Oregon State Highway Department:

Cox Creek-S.P.R.R. Overcrossing Section, Albany-Junction City Highway, Linn County.

Addendum "A" to Location Prospectus, Willamette River Bridge Section, Albany-Corvallis Highway, Linn and Benton Counties

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

2/14/66
[illegible] to
Klaboe
Young
Hall (2)
Roake
Morelock
[illegible] (4)

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

S.N.R. 12-13-66

Enc.

Dear Mr. Morgan,
The extension of culvert on Periwinkle Cr. should be done behind a berm to eliminate stream siltation.
Our comments on the Addendum to the Willamette River Bridge are the same as given to you in our ltr. dated Nov 21, 1966. The Projects are approved.
BURT CARNEGIE
cc: OGC

RECEIVED
NOV 9 - 1966
FOR FILING

U-104(3)
7346

11-3-66

Prefix No. 2-1408

ADDENDUM "A" TO LOCATION PROSPECTUS
WILLAMETTE RIVER BRIDGE SECTION
ALBANY-CORVALLIS HIGHWAY
LINN AND BENTON COUNTIES

This addendum is submitted to correct the location prospectus on the Willamette River Bridge Section.

PARAGRAPH 1 THROUGH 3: Correct as per original prospectus.

PARAGRAPH 4: Delete the third sentence and replace with the following: "An at grade intersection at Spring Road will be designed with provisions in the delineation of right of way to provide for a future interchange."

PARAGRAPH 5 THROUGH 15: Correct as per original prospectus.

November 3, 1966

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
NOV 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1966

10 · 28 · 60

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7346

Prefix No. 2-1408

LOCATION PROSPECTUS
WILLAMETTE RIVER BRIDGE SECTION
ALBANY-CORVALLIS HIGHWAY
LINN AND BENTON COUNTIES

HIGHWAY: Albany-Corvallis, State Primary No. 31, Federal-aid Primary No. 10.

TERMINI: The westerly terminus is at M.P. 9.73 which point is at the intersection of the Albany-Corvallis Highway with Blossom Lane. The southerly terminus is at M.P. 10.67 which point is at the intersection of Lyon Street with Second Street in the city of Albany.

LENGTH: The overall length of the project is 1.0 mile.

NARRATIVE: To prepare plans, specifications and estimates for grading, paving and a new structure on new alignment. The existing bridge and the proposed new bridge will extend the Lyon Street and Ellsworth Street couplet across the Willamette River and tie into a four-lane channelized section north of the river. Right of way will be delineated for an interchange near the Spring Road intersection; however, at grade intersection of Spring Road will be constructed at this time. The general route for the proposed survey was established by the Salem office. Reconnaissance is not necessary. Routine soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT 9,700; projected ADT 20,000. The projected ADT will be 10,000 on each leg of the couplet.

STANDARDS: Class "A(4)". Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 24-foot travel ways, 10-foot outside shoulders, 6-foot inside shoulders and a variable median.

BASE DESIGN: The tentative base design for construction is:

4 " A.C.
3 " Plant-mix Bituminous Base
15-1/2" Crushed Base

22-1/2" Total

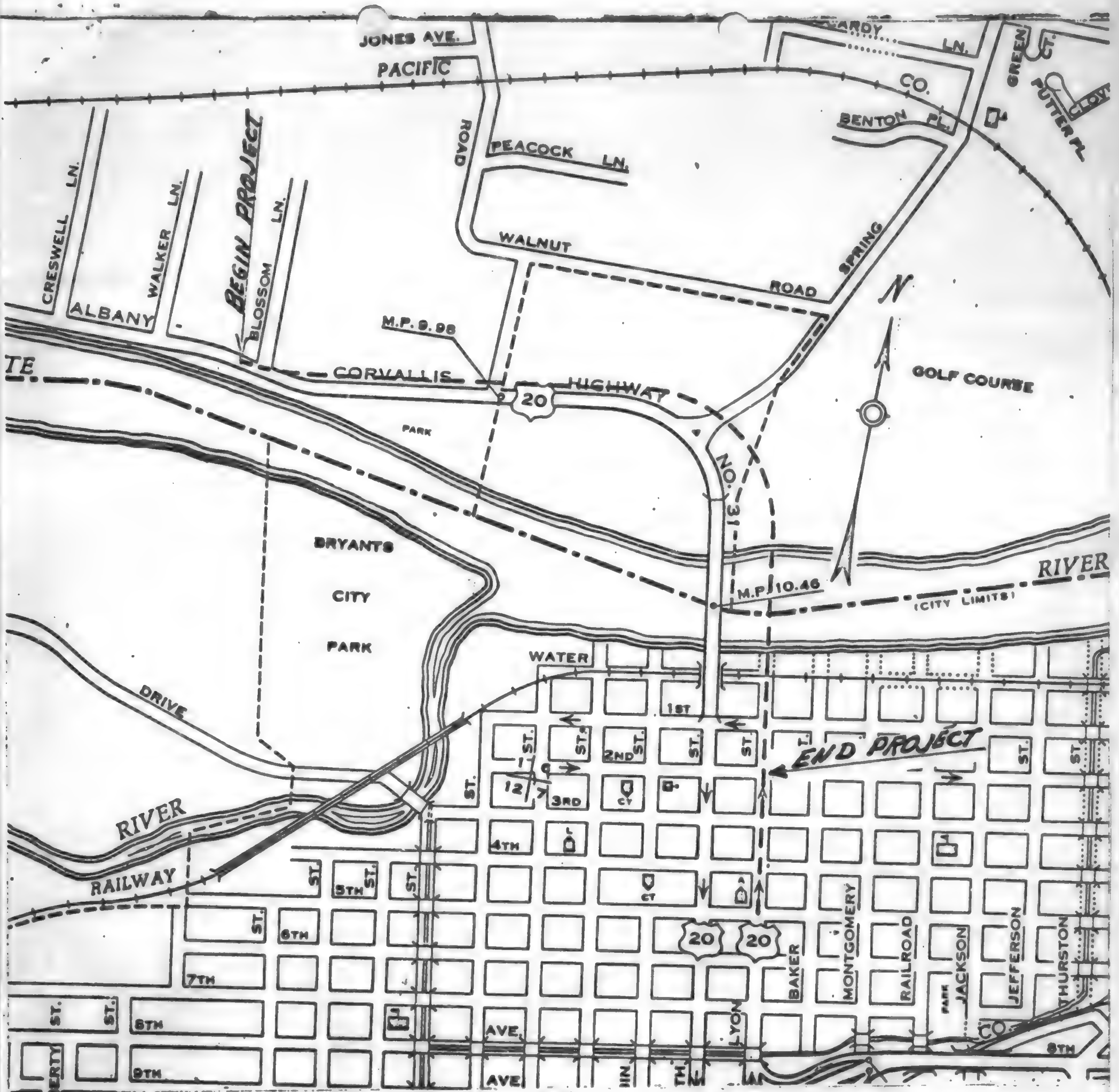
NOTED
FORREST COOPER

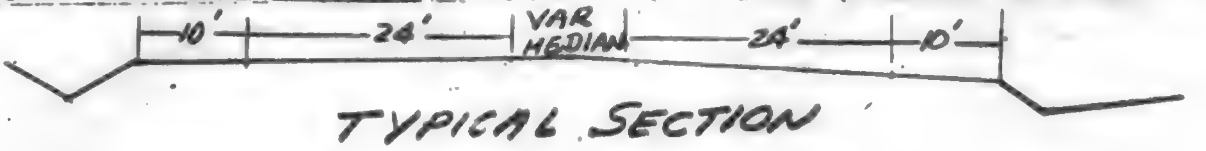
BRIDGE:	The proposed bridge will have a horizontal clearance of 40 feet with a 5-foot sidewaon on the downstream side. The Willamette River and the Oregon Electric Railroad will be spanned by the bridge.
ACCESS:	Access will be limited as to location.
MATERIALS:	Commercial sources.
AGREEMENTS:	Agreements will be necessary with Benton County, the City of Albany and the Oregon Electric Railway. An opportunity for a public hearing will be held.
UTILITIES:	Routine utility adjustments will be necessary.
PARKS:	There is a small county park near the beginning of the project.
ADDITIONAL FACILITIES:	There are no airports affected by this project.

October 28, 1966
Attachment

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
NOV 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP
WILLAMETTE RIVER BR.
ALBANY - CORVALLIS HWY.
LINN & BENTON COUNTIES

FORM 2-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 6 1966
FOR FILING

Const
Bridge
Gen'l

NOV - 3 1966

RECEIVED
FISH COMMISSION
__Director________
__Asst. Director________
__Fiscal Officer________
__Spec. Asst.________
__Auditor________
__Licenses________
__Fish Culture________
✓ Research________
✓ Engineering________
__Water Res.________
__Info-Ed.________
____
__Surname________

I discussed this with Carnegie on Nov. 17, 1966 - No problem -
Roy Sams

November 2, 1966

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

RECEIVED
NOV 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sir:

Enclosed is the following prospectus for a location survey proposed by the Oregon State Highway Department:

Willamette River Bridge Section, Albany-Corvallis Highway, Linn and Benton Counties

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

NOTED
F. B. KLABAU

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
NOV 25 1966
CONSTRUCTION
DIVISION

11-28-66
Copies to
Klabau
Young
Hall
Reese
Morelock
Ackerman (2)
28

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Enc.

S.N.R. 11-21-66

Dear Mr. Morgan,

We have reviewed this prospectus regarding fishery problems and anticipated no conflicts. Your bring this project to our attention is appreciated.

Burt Carnegie
Hydraulic Engineer

cc: OGC

RECEIVED
NOV 3 - 1970
FOR FILING
U-104 (3)
7346

FIFTY-THIRD LEGISLATIVE ASSEMBLY—REGULAR SESSION

House Joint Resolution 2

Introduced by Representatives DETERING, GWINN, HOYT,
Senator HUSTON and read January 15, 1965

Whereas the bridge across the Willamette River on Oregon State Highway No. 31 (U. S. Route 20) which crosses the river at Albany, Oregon, was constructed in 1926; and

Whereas the bridge is presently the only bridge crossing the Willamette River between Corvallis, Oregon, and Independence, Oregon; and

Whereas there has been a rapid growth in population with an accompanying increase in the ownership and use of motor vehicles in the mid-Willamette area served by the bridge since its date of construction; and

Whereas the traffic over the bridge is at times congested, causing inconvenience and delays to the traveling public using the highway, and the city streets of Albany; now, therefore,

Be It Resolved by the Legislative Assembly of the State of Oregon:

The Oregon State Highway Department, in order to relieve the existing traffic congestion on the Albany bridge, is urged to consider an additional bridge across the Willamette River in Albany on Oregon State Highway No. 31 (U. S. Route 20).

RECEIVED
JAN 20 1965
FOR FILING

U-114(3)

7346

HOUSE JOINT RESOLUTION

Whereas the bridge across the Willamette River on Oregon State Highway No. 31 (U. S. Route 20) which crosses said river at Albany, Oregon, was constructed in 1926; and

Whereas said bridge is presently the only bridge crossing the Willamette River between Corvallis, Oregon, and Independence, Oregon; and

Whereas there has been a rapid growth in population and concurrent increase in the ownership and use of motor vehicles in the mid-Willamette area served by said bridge since its date of construction; and

Whereas the traffic over said bridge is at times congested, causing inconvenience and delays to the traveling public using the said highway, as well as the city streets of Albany; now, therefore,

Be It Resolved by the Legislative Assembly of the State of Oregon:

(1) The Oregon State Highway Department, in order to relieve the existing traffic congestion on the Albany Bridge, is urged to consider an additional bridge across the Willamette River in Albany on Oregon State Highway No. 31 (U. S. Route 20), when adequate funds become available.

1-11-65 - Copies hand delivered to Rep. Detering & Rep. Hoyt

Copies to: Sipprell
Rohde

C & A 3895
C & A 3898
C & A 3902
C & A 3942

SU-23-103(2) NW 4th Ave.-SW 4th Ave. Sec. 1970
(Ontario), of FAS 23-103 (Verde
#7347 Dr.) (Paving)

C&A 3772

23

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (9-64)

HIGHWAY DEPARTMENT INVOICE

NO. 106086

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-[illegible]-71	CC 1[illegible]5		[illegible]-1[illegible]71-[illegible]7

Contract 7347
SU-23-103(2)

Malheur County
Courthouse
Vale, Oregon 97918

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Hon. Ellis A. White, Judge			
Final Billing: N.W. 4th Avenue- S.W. 4th Avenue Section, Verde Drive, FAS 23-103. Covered by agreements dated April 25, 1967 and supplemental agreement of January 1970.			
County advance deposit		19,300.00	
Amount previously transferred		14,300.00	
			5,000.00
County share of construction costs		15,786.08	
Amount previously transferred		14,300.00	
			1,486.08
			3,513.92

ACKNOWLEDGMENT OF BILLING REQUEST

To be Refunded
By

RECEIVED
COUNTY & CITY SECTION
JUN 8 1971
☐ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

STATE COPY

Form PR-33C
(REV. 3-68)

cc:OSHD (A. E. Johnson)
Region
Wash DC

OCT 23 1970

FOR FILING

SU 23-103(2)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

10-12-70

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

1a

1341

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE Oregon	REGION NO. 8
SIGNATURE	COUNTY Malheur	
TITLE Construction Engineer	PROJECT NO. FAS 23-103 SU 23-103(2)	
BUREAU OF PUBLIC ROADS INSPECTION MADE BY R. A. Nichols, Area Engineer	DATE OF INSPECTION 7-15-70	
IN COMPANY WITH R. S. Thompson, Resident Engineer		
CONTRACTOR'S NAME Ontario Asphalt Paving Co.	CONTRACT AMOUNT $ 83,167.50	

DESCRIPTION OF IMPROVEMENT AS PROGRAMED	IMPROVEMENT AS CONSTRUCTED				
	ROADBED (Width ______ feet)			STRUCTURES OVER 20-FOOT SPAN	
	TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
1. Construction of curbs and paving on 0.50 mile of City street. 2. Construction of drainage facilities. 3. Performance of necessary additional and incidental work.	6201	0.50		NOT A E	

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

NW. 4th Ave. - SW. 4th Ave. (ONTARIO)
FAS 23-103

The work on this project was started on April 23, 1970, completed on June 25, 1970 and accepted by the State on August 24, 1970.

The final construction cost was $72,539.22, an underrun of 12.8%.

The large overruns and underruns were:

Item #3 - Trench excavation - contract quantity - 280 CY
Final quantity - 228 CY - underrun of 18.6% due to shortening and raising grades of pipes.

(more)

NOTED
TOM EDWARDS

copy to Construction 10-27-70

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE R. A. Nichols		SIGNATURE R. E. Simpson	
TITLE Area Engr	DATE 10-12-70	TITLE Division Engineer	DATE 10-12-70

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

Item #4 - Watering - contract quantity - 40 M-gal - Final quantity - 160 M-gal - overrun of 299% due to poor condition of previously placed stone base and residential dust problem.

Item #5 - Course aggregate base - Contract quantity - 110 CY - Final quantity - 0 CY - underrun of 100%. Item deleted under PA #1, and substitute 3/4-0 aggregate

Item #6 - 3/4-0 Aggregate base - contract quantity - 1050 CY - Final quantity - 1185 CY - overrun of 12.9% due to use in Item #5.

Item #8 - Class B Asphalt Concrete Mixture - Contract quantity - 2880 ton - Final quantity - 2376 ton - underrun of 17.5%. 14 A.C. driveways not paved (City ordinance) See Item #19.

Item #9 - A.C. in mixture - Contract quantity - 190 ton - Final quantity - 161 ton - underrun of 15.3% due to elimination of A.C. mixture.

Item #10- Asphalt in tack coat - Contract quantity - 1 ton - Final quantity - 0 ton. 100% underrun due to substitution of liquid paving asphalt.

Item #13- 18" Siphon pipe - Contract quantity - 70 lineal foot - Final quantity - 56 lineal foot. Underrun of 20%. Plan quantity not necessary to make working connection with existing pipe.

Item #14- 8" Sewer Pipe - contract quantity - 210 lineal foot - Final quantity - 167 lineal foot. Underrun of 20.5%. 32 feet of pipe installed at Sta 31+35 on previous contract.

Item #16- Concrete manholes - Contract quantity - 3, Final quantity - 2. Underrun of 33.3%. Listing of 3 manholes in summary was in error.

Item #19 - Extra for asphalt approaches - Contract quantity - 24 only - final quantity - 10 only. Underrun of 58.3%. Due to City ordinance which requires any improved drives to be constructed of concrete to a distance of 5 feet behind the curb, this item was underrun.

(more)

Item #20 - Adjusting Manholes - Contract quantity - 11 only - Final quantity - 15 only. Overrun of 36.4% due to minor adjustment of manholes installed on previous project.

E.W.O. #801 - State share in flagging cost - Contract amount - $750 - final amount - $0.00. 100% underrun. Mode of operation eliminated necessity of flagging.

State Force Orders - 92001 - Furnish and install permanent signing. Contract amount - $350 - Final amount - $0.00. 100% underrun - item not necessary.

Engineering - Contract amount - $8,426.75 - final amount - $11,400.00 - overrun of 35.3%. Borrowed survey partly used for staking curb and gutter was on per diem.

Contract time overrun 14 days:

1. City lacked 200 CY of material in place to bring surface to red tops, delaying completion of this item.

2. Extra work required to repair 36" irrigation lead-in and delayed the subcontractor's work.

3. Adjustments were necessary on main sewer line placed down the middle of the street between the two contracts.

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OCT 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 30 1970
FOR FILING

SU-23-103(2)
7347

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1970

SUBJECT: Engineering Costs
Overrun of Contract No. 7347
N.W. 4th Ave.-S.W. 4th Ave.
(Ontario) Section

To:

Mr. Tom Edwards
Deputy State Highway Engineer
BUILDING

Herewith a reply from Region 5 regarding your request for subject explanation. Statement of Overruns and Underruns in the file indicates:

	Contract Authorization	Final Cost
Engineering	$8,426.75	$11,400.00

Attached also is a "Breakdown of Engineering Expense". It is evident from this breakdown statement that:

1. Office supervision costs were too high.

2. Surveying costs were excessive, partially due to use of loaned personnel on per diem.

3. Inspection costs at the rate of 50.08 percent seem to be exceedingly high.

Credit for $525 of liquidated damages due to the contractor exceeding his contract time could be given to reduce the engineering cost overrun.

Laboratory charges in the amount of $1,100.19 is9.55 percent of engineering authorization.

These small city projects are extremely difficult to supervise and stay within the authorized allowance which on this project was 10 percent for Engineering. An underrun of $13,200 in total project cost does not, regretfully, justify an overrun of this magnitude. It remains our earnest endeavor to stay within the project authorization and considerable effort is directed toward this end by Region and Construction personnel.

F. D. Morgan
Construction Engineer

NOTED
EDWARDS

RECEIVED
SEP 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FDM:fw
Attach.
cc: A. E. Johnson
H. S. Coulter

FORM [illegible] (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 23, 1970

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer

SALEM

N.W. 4th Ave.-S.W. 4th Ave. (Ontario)
FAS 23-103
Contract No. 7347
Overrun of Engineering Charges

We have discussed the subject overrun of engineering charges with Mr. Thompson, the resident engineer in charge of the project. In his opinion, the type of project and the amount of detail work in the project required more survey work and more inspection work than would normally be expected on a project of this size. Because of the nature of the work, staking and inspection was necessary on almost a daily basis, and men were required during the production of aggregates for both concrete and pavement. At the time this project was being constructed, no other projects were being handled by the respective plants so no duplication or sharing of these inspection costs was possible.

As stated in the engineer's statement of overruns and underruns, the contractor exceeded his contract time by 21.54%. Since work was being done on the project throughout the contract time and the extra time, this contributed to more man hours of engineering and a consequent additional cost. The use of a borrowed crew, for which per diem charges were required, also added to the engineering costs.

We believe that the engineer used his men and inspected the project as required by normal good practice, and that the costs incurred in so doing are justified.

H. S. Coulter
Regional Engineer

C. O. Fredrickson
By C. O. Fredrickson
Regional Construction Engineer

COF:sh

cc E. S. Thompson

7 days time
extension was
granted - leaving
7 days liquidated
damages for a
$525 deduction
J.D.

Routing
2 Morgan
Decker
Sand
4 Walker
Boehme
Johnson

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CONSTRUCTION
DIVISION

Pease
2 Swan
Glenn
Litchfield
Gallagher
Stein

BREAKDOWN OF ENGINEERING EXPENSES

PROJECT: N.W. 4th. Ave. -S.W. 4th. Ave. (Ontario)
HIGHWAY: F.A.S. 23-103
COUNTY : Malheur
ENGINEER: E. S. Thompson

CONTRACT: 7347
PREFIX : 523-1021-900
F.A.P. : SU 23-103(2)
Date: September 9, 1970

	Office & Supervision	Surveying	Testing	Inspecting	Totals
Personnel (Straight Time)	$1,936.43	$2,021.82	———	$5,262.46	$9,220.71
(Overtime)	———	———	———	———	———
Total Wages	$1,936.43	$2,021.82	———	$5,262.46	$9,220.71
% Overtime of Total Wages	———	———	———	———	———
Per Diem & Expense Account	———	414.00	———	24.75	438.75
Equipment Rental	54.00	58.80		441.45	554.25
Central Laboratory Charges	———	———	$1,100.19	———	1,100.19
Purchase of Supplies	———	———	———	36.55	36.55
Office Rental & Utilities	164.14	———	———	———	164.14
Total	$2,154.57	$2,494.62	$1,100.19	$5,765.21	$11,514.59
% Total	18.71	21.66	9.55	50.08	100.00

NOTE: Office & Supervision - Includes Resident Engineer and Assistants, all office personnel and office expenses.

Surveying - Includes survey crew and all related expenses.

Testing - Includes Material Testing personnel and related expenses.

Inspecting - Includes inspection personnel, weighmen, checkers and other related expenses.

SEP 18 1970

SU-23-103(2)
7347

September 14, 1970

Fidelity & Deposit Co. of Maryland
Portland Branch Office
900 Failing Building
Portland, Oregon 97204

Gentlemen:

On August 25, 1970, we wrote to you concerning release of final payment on Contract No. 7347 awarded to Ontario Asphalt Paving Company for paving on N. W. 4th Avenue and S. W. 4th Avenue in Ontario on FAS 23-103 in Malheur County.

Final payment on this contract was $3,108.93 and the total contract amount was $71,872.14. No work was performed under force account. On September 1 we notified you of a post-final payment.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

see

cc Ontario Asphalt Paving Co.
401 N. E. 4th Avenue
Ontario, Oregon 97914

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

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SEP 2 - 1970
FOR FILING
SU-23-103(2)
7347

September 2, 1970

Fidelity & Deposit Co. of Maryland
Portland Branch Office
900 Failing Bldg.
Portland, Oregon 97204

Gentlemen:

A post-final payment for $525.00 will be made to Ontario Asphalt Paving Company on Contract No. 7347 for paving on the N. W. 4th Ave.-S. W. 4th Ave. Section of the FAS 23-103 Highway in Malheur County as soon as the warrant is prepared.

The total amount paid on this contract will be $72,397.14 including the post-final payment. Of the total, $382.37 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Ontario Asphalt Paving Co.
401 N. E. 4th Ave.
Ontario, Oregon 97914

cc Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Harr
H. S. Coulter

RECEIVED
AUG 27 1970
FOR FILING

SU-23-103(2)
7347

August 25, 1970

Fidelity and Deposit Co. of Maryland
Portland Branch Office
900 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7347 awarded to Ontario Asphalt Paving Company for paving N. W. 4th Avenue and S. W. 4th Avenue in Ontario on FAS 23-103 in Malheur County was completed on June 25, 1970, and accepted by the Highway Commission on August 24, 1970.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 1, 1970.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Enos, Assistant Secretary

[illegible]
cc Ontario Asphalt Paving Co.
402 N. E. 4th Avenue
Ontario, Oregon 97914

Fidelity and Deposit Co. of Maryland
Baltimore 3,
Maryland

H. S. Coulter
Frank Morgan
V. E. Skoog
Attn: John Kerr
Ivan Merchant

RECEIVED
SEP 29 1970
FOR FILING

SU-23-103(2)
7347

#2

August 25, 1970

Ontario Asphalt Paving Co.
401 N. E. 4th Avenue
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission at its meeting on August 18 considered your request for an extension of time of 15 days on Contract No. 7347 for paving N. W. 4th Avenue-S. W. 4th Avenue in Ontario.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 7 calendar workdays.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc F. D. Morgan
V. E. Skoog
H. S. Coulter
E. S. Thompson

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1970

SUBJECT: N.W. 4th Ave.-S.W. 4th Ave.
(Ontario) Section
Contract No. 7347
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Ontario Asphalt Paving Company has made a second request for time extension on the subject project. An earlier request submitted when the project was only about one-fourth completed was presented to the Highway Commission at the June 2 meeting and declined. This current request was also prepared by the contractor shortly before the project was completed (it was completed June 25) and is based on new and different reasons than the earlier one. The contractor cites changes in manhole and catch basin locations, utility relocation interference from others, repair of an irrigation line, and a stone base deficiency which had to be corrected by the City as this was not the contractor's work. This was a Federal-aid Secondary project. Fourteen (14) days liquidated damages accrued before completion amounting to a total of $1,050 at the $75 per day rate.

In viewing the job progress, I believe the contractor's slow rate of producing the paving material followed by a slow rate of the actual paving work is partly responsible for the excess time. However, we do find some valid reasons for extension. Some existing utility lines for water and natural gas were not shown on the plans and did cause one manhole and one catch basin to be restaked (1 day recommended). Development work at a shopping center adjacent to one end of the project involved some new sewer connections by others which to some small degree did interfere with our contractor's operations (2 days recommended).

The stone base for the street being improved here had been placed previously by the City. It was found to be deficient in depth at some of the curb radiuses at intersections and at a later stage when we red-topped the grade it was found to be a little low in other places. The City came in and placed some 200 to 300 cubic yards of stone base to correct this, but it did have a delaying effect on the contractor's work at this stage (2 days recommended).

NOTED
A. E. JOHNSON

Extra Work Order No. 2 covered repair to an existing 36-inch irrigation line crossing when it was found to be leaking into the subgrade (2 days recommended.

We believe these reasons collectively justify an extension of 7 days, which we recommend. This will leave 7 days liquidated damages in effect in the amount of $525. Since this is a Secondary Federal-aid project, it does not require specific Bureau of Public Roads' concurrence. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
JUL 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 28 1970
FOR FILING

SU-23-103(2)
7347

August 24, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed June 25, 1970, on Contract No. 7347. The contract was with Ontario Asphalt Paving Company and was for paving on the N.W. 4th Avenue-S.W. 4th Avenue (Ontario) Section of FAS 23-103 in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 24, 1970, and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
Ivan Merchant
L. H. Young
V. E. Skoog w/ltr.
H. S. Coulter

mr

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JUL 30 1970
FOR FILING

SU-23-103(2)
7347

July 29, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 2
August 18, 1970 meeting

Ontario Asphalt Paving Company has requested a time extension on the N. W. 4th Avenue-S. W. 4th Avenue (Ontario) Section, Contract No. 7347, in Malheur County. The contractor cites interference from utility lines, unanticipated extra work to repair an irrigation line, and delay due to insufficient depth of existing stone base which was corrected by the City.

Unanticipated interference from water, gas and sewer lines justifies three days extension. This contract included only a leveling course over an existing stone base which had been placed previously by the City. When actual fine grades for curbs and grades were established as the project progressed, some deficiencies in depth were found which the City corrected by adding more base material before the contractor's work could proceed. This justifies two days extension. An Extra Work Order was added to the contractor's work to repair an existing irrigation line which crossed the subgrade and was found to be leaking. This added work justifies two days extension.

The above reasons justify a total extension of seven calendar workdays which I recommend. This will leave seven days liquidated damages in effect at the rate of $75 per day for a total of $525. This is a Federal-aid Secondary project and the recommended extension does not require specific Bureau of Public Roads' concurrence.

This matter will be on the agenda for your consideration at the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
H. S. Coulter

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7347 Contractor Ontario Asphalt Paving Company

Highway F.A.S. 23-103

Section N. W. 4th. Ave. - S. W. 4th. Ave. (Ontario)

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Seven days recommended for utility interference, base rock deficiencies and irrigation line repair (Extra Work Order No. 2).

Recommended for Approval:

Alfred Sherley J
Asst. Division Engineer

For
Construction Engineer or Bridge Engineer

A E Johnson
Assistant State Highway Engineer

Contract No. 7347
Project designation SU-23-103(2) (State-Federal)
Date awarded March 27, 1970
Work started April 23, 1970
Per cent completed 100% June 29, 1970 (Date)
No. of Workdays Allowed 65
No. of Workdays Used 74
No. of Added Workdays Requested 15

H—320 (Rev.)—535—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 10, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 65 days to 80 days, within which to complete our Contract No. 7347, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows;

SEE ATTACHED EXPLANATION.

Respectfully submitted,

Ontario Asphalt Paving Company
Contractor

By Don E. Stevenson

CONSENT OF SURETY

Date June 10, 1970

We, Fidelity and Deposit Company of Maryland, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Bill Blackaby
Attorney-in-fact

Bill Blackaby (SEAL)

Donald E. Stewart
Resident Agent

We feel we are entitled to the time extension for the following reasons:

Man hole and catch basin at Sta. 49 + 50 had to be shifted causing delay; also, catch basin at 26 + 70 to get by water line not shown caused delay.

Stone base was not in place at intersections for curb radius causing delay.

Delayed by Telephone Company at S.W. 4th putting in conduit held up pouring curb.

There was not sufficient stone base and we were delayed on item #7.

The contractor building Shopping Center caused delay in placing sewer into project at S.W. 4th St.

Irrigation line was broken by others causing delay.

Were also delayed by Gas Co. changing installations.

SU-23-103(2)
7347

FORM S-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION N.W. 4th. Ave.-S.W. 4th. Ave. (Ontario)	WEEK ENDING July 18, 1970	SECTION PREFIX 523-1021
HIGHWAY F.A.S. 23-103	COUNTY Malheur	
NAME OF JOB N.W. 4th. Ave.-S.W. 4th. Ave.(Ontario)	KIND OF WORK Paving	
CONTRACTOR Ontario Asphalt Paving Company	CONTRACT NUMBER 7347	FEDERAL AID PROJECT NUMBER SU-23-103(2)
DATE OF CONTRACT March 27, 1970	DATE WORK STARTED April 23, 1970	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 65	CALENDAR DAYS USED 79
PROJECT AUTHORIZATION: $ 96,486.28	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 121.54%
EXCLUSIVE OF ENGINEERING: $ 88,059.51	ENGINEERING AUTHORIZATION $ 8,426.77	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 71,872	ENGINEERING COST TO DATE $ 11,302	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 13.70 %	PERCENT OF AUTHORIZATION 134.12	DATE PROJECT WAS COMPLETED: June 25, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK) FINAL REPORT

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
			100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Class "B" A.C. PAVING
MILES IN PROJECT		0.50			0.50
MILES PARTIALLY COMPLETED		0.50			0.50
MILES COMPLETED		0.50			0.50
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1160 cy	3575 ton		2880 ton
TOTAL QUANTITIES CORRECTED TO DATE		1181 cy	3575 ton		2376 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1181 cy	3575 ton		2376 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

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JUL 20 1970
CONSTRUCTION
DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final will be mailed to Division Office on this date, July 17, 1970.

SIGNED E. S. Thompson LOCATION Ontario

E. S. Thompson, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

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JUN 30 1970
FOR FILING

SU-23-103(2)
7347

3P

6-2-70

June 8, 1970

Ontario Asphalt Paving Company
401 N. E. 4th Avenue
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission at its meeting on June 2, 1970, considered your request for a 15-day extension on Contract No. 7347 for paving the N. W. 4th Avenue—S. W. 4th Avenue (Ontario) Section on FAS 23-103 in Malheur County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc F. D. Morgan
V. E. [illegible]
R. S. Coulter
E. S. Thompson

D—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 18, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 65 days to 80 days, within which to complete our Contract No. 7347, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

We were held up 8 days waiting for pipe quantity order-6 days for concrete mix design and 3 days for curb and gutter grades, and due to short time on job, we feel entitled to this extension.

Respectfully submitted,

Ontario Asphalt Paving Co.
Contractor

By

CONSENT OF SURETY

Date May 19, 1970, 19

We, Fidelity and Deposit Company of Maryland, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

BLACKABY INSURANCE AGENCY
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7347 Contractor Ontario Asphalt Paving Company

Highway F.A.S. 23-103

Section N. W. 4th. Ave. - S. W. 4th. Ave. (Ontario)

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

DENIED

Recommended for Approval:

Assistant Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7347

Project designation SU 23-103 (2)
State-Federal

Date awarded March 27, 1970

Work started April 23, 1970

Per cent completed 21.9 5/16/70
Date

No. of Calendar/Workdays Allowed 65

No. of Calendar/Workdays Used 39

No. of Added Calendar/Workdays Requested 15

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JUN 1 - 1970
~~FOR FILING~~

EU-23-103(2)
7347

May 29, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 1
June 2, 1970 meeting

Ontario Asphalt Paving Company, contractor on the N. W. 4th Avenue-S. W. 4th Avenue (Ontario) Section of FAS 23-103 in Malheur County, has requested a 13-day extension of the contract time. This is Contract No. 7347 and it is still in progress. The contractor alleges delay in our providing a pipe material list, concrete mix design, and staking of grades for curb and gutter.

Each of these points has been evaluated and we cannot confirm that any delay has been caused by the State. A pipe list was provided the day after the contract time started to accrue. Specifications provide for lead time to formulate mix designs and in this case the concrete design was available the day after the first manholes were formed and ready for concrete. There has been no delay waiting for grade controls.

We therefore cannot confirm that any of the reasons offered by the contractor are valid as justifying an extension and recommend that the request be denied. Although the job has not been completed, it looks as if the contract will overrun about five days for a total of $375 in liquidated damages.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
H. S. Coulter

JAB:fw sr

B—830 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 18, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 65 days to 80 days, within which to complete our Contract No. 7347, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

We were held up 8 days waiting for pipe quantity order-6 days for concrete mix design and 3 days for curb and gutter grades, and due to short time on job, we feel entitled to this extension.

Respectfully submitted,

Ontario Asphalt Paving Co.
Contractor

By

CONSENT OF SURETY

Date May 19, 1970, 19

We, Fidelity and Deposit Company of Maryland, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

BLACKABY INSURANCE AGENCY
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7347 Contractor Ontario Asphalt Paving Company

Highway F.A.S. 23-103

Section N. W. 4th. Ave. - S. W. 4th. Ave. (Ontario)

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

DENIED

Recommended for Approval:

Assistant Division Engineer

for
Construction Engineer or
~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No. 7347
Project designation SU 23-103 (2)
State-Federal
Date awarded March 27, 1970
Work started April 23, 1970
Per cent completed 21.9 5/16/70
Date
No. of Calendar Workdays Allowed 65
No. of Calendar Workdays Used 39
No. of Added Calendar Workdays Requested 15

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1970

SUBJECT: Request for Time Extension
N.W. 4th Ave.-S.W. 4th Ave.
(Ontario) Section
Contract No. 7347

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Ontario Asphalt Paving Company requests a 15-day extension to the 65 days allowed on this project. The request alleges delay awaiting the pipe list and concrete mix design and setting of curb and gutter grades. Pertinent dates are listed below:

Bids Opened	March 19, 1970
Date of Award	March 27, 1970
Contract mailed to Contractor for Signature	March 27, 1970
Preconstruction conference	April 7, 1970
Start of Calendar Workday count	April 8, 1970
Partial pipe list to contractor	April 9, 1970
Contractor started crushing	April 9, 1970
Contractor started work (installing storm sewer). All manholes, catch basins and curbs staked.	April 23, 1970

The project is only 25 percent done as of May 23, 1970 with no major quantity changes anticipated, but with 71 percent of the time (46 days) elapsed.

A partial pipe list was given to the contractor two days after the preconstruction conference and the pipe was delivered to the project on April 22. The pipe was tested as soon as it was available at the supplier. Curbs were all staked as were all manholes and catch basins the day after the pipe was delivered to the project. The concrete mix design was ready the day after the manholes were formed. The contractor does not cite specific dates on his three reasons, but it appears that some of the time alleged as delay would overlap.

The field has reviewed the reasons and the job records and recommends against extension. I concur that the request should be denied. This is a Federal-aid Secondary project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
MAY 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form Approved; Budget Bureau No. 04-R2089.1

MONTHLY TRANSACTION NO. 4-38	FO R-2 (RE 60) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 4-14-70	ATE Oregon
		COUNTY Malheur
PROJECT REPORT NO. 3		PROJECT NO. SU-23-103(2) SU-2310(302)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

NW. 4th Ave.-SW. 4th Ave. (Ontario) Section of FAS 23-103

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-5-70	0.499
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 92,694	$ 58,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer April 14, 1970

EXISTING STOCKS OF PR-2 (REV. 3-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. SU-23-103(2)

N.W. 4TH AVE.-S.W. 4TH AVE. (ONTARIO) SECTION OF FAS 23-103 IN MALHEUR COUNTY

SALEM, OREGON, MARCH 30, 1970

Project agreement estimate.

Type Code 6201
Roadway (Sta. 26+40 to Sta. 52+75)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Removal of Structures and Obstructions	All Required		400.00
Trench Excavation	280 cu.yd.	$ 6.00	1,680.00
Watering	40 M-gal.	4.00	160.00
Coarse Aggregate Base	110 cu.yd.	4.00	440.00
3/4" - 0 Aggregate Base	1,050 cu.yd.	4.00	4,200.00
Reconditioning Old Roadbed	0.5 mile	2,000.00	1,000.00
Class "B" Asphalt Concrete Mixture	2,880 ton	12.50	36,000.00
Asphalt Cement in Mixture	190 ton	40.00	7,600.00
Asphalt in Tack Coat	1 ton	100.00	100.00
3/4" - 0 Aggregate in Prime Coat	105 cu.yd.	6.00	630.00
MC-250 Asphalt in Prime Coat	20 ton	60.00	1,200.00
18-inch Siphon Pipe	70 lin.ft.	7.00	490.00
8-inch Sewer Pipe	210 lin.ft.	3.00	630.00
15-inch Sewer Pipe	350 lin.ft.	6.75	2,362.50
Concrete Manholes	3 only	400.00	1,200.00
Concrete Inlets, Type CG-1	15 only	250.00	3,750.00
Concrete Curbs	300 cu.yd.	55.00	16,500.00
Extra for Asphalt Approaches	24 only	100.00	2,400.00
Adjusting Manholes	11 only	175.00	1,925.00
			$83,167.50
Flagging (60% of Contractor's Cost)	All Required		$ 750.00
Permanent Signing	All Required		350.00
			$ 1,100.00
	Subtotal		$84,267.50
	Engr. & Cont.		8,426.50
	Total		$92,694.00

Length of Project - - - - 0.499 Mile
Cost of Roadway Per Mile- $185,759.51

SUMMARY OF FUNDS

Federal Funds	$58,800.00
State Funds	16,947.00
County Funds	16,947.00
Total	$92,694.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1-100%

Prefix: 523-1021

Contract No. 7347

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-150 (9-64)

HIGHWAY DEPARTMENT INVOICE

NO. 101682

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-1-70	CC 1913		523-1021-297

Malheur County
County Court
Courthouse
Vale, Oregon 97918

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

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APR - 1 1970
ENGINEER
COUNTY & CITY DIVISION

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Hon. Ellis A. White, County Judge			
Advance Deposit			19,300.00
Partial transfer of the advance deposit for the construction of N.W. 4th Avenue Section, Verde Drive, FAS 23-103.			14,300.00
To be retained			5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Receipt [illegible] $ ____________________

By ____________________

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

RECEIVED
JUN 2 - 1970

SU-23-103(2)

7347

Bid March 19

March 27, 1970

Ontario Asphalt Paving Co.
401 N.E. 4th Avenue
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission on March 24, 1970, accepted your proposal for paving on the N.W. 4th Avenue-S.W. 4th Avenue (Ontario) Section of FAS 23-103 in Malheur County for the sum of $83,167.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Malheur County was received and the sum of $28,600 was deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7347.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 8, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
H. S. Coulter
E. S. Thompson

NOTED
H. S. COX

To Whom It May Concern:

In the matter of the N. W. 4th Ave.-Arcata Way Section, (F.A.S. 23-103 Malheur County,) which section was graded and surfaced by the City of Ontario, the Malheur County Court and the City of Ontario hereby acknowledge that pit run material was used for the base surfacing rather than the crushed material recommended in the approved base design. It is the considered opinion of the Court and the City that completion of this project by placing a two-inch level course of crushed stone followed by three and one-half inches of asphaltic concrete will be completely satisfactory in all respects. To this end, the City of Ontario will hold the Malheur County Court and the Oregon State Highway Division harmless should failure of this section occur due to base failure.

Date 2/18/70

MALHEUR COUNTY COURT

By Ellis A. White
County Judge

By E W Moag
Commissioner

By Henry Esplin
Commissioner

CITY OF ONTARIO

By C Lloyd Carter
City Superintendent

Copy to:- D. J. Barbee
Clarence Gregg
C. G. Swanson
Scott Cutler

RECEIVED
FEB 25 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 10, 1970

Malheur County Court
Courthouse
Vale, Oregon 97918

MISC. CONTRACTS and
AGREEMENTS No. 3772

Attention: Robert Morcom
County Clerk

RECEIVED
FEB 10 1970
ENGINEER
COUNTY & CITY DIVISION

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Ontario, Malheur County, and the Oregon State Highway Commission concerning the N. W. 4th Avenue-Arcata Way Section of Verde Drive (FAS 23-103).

A fully executed copy of this agreement is being sent to the City of Ontario and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox ✓
(conf. agreement attached)

Dist.
2/11/70
WR

FAS 23-103

TRANSACTION NUMBER 2-15

FORM PR-46
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 2-5-70
BY (Signature): MR. YOUNG'S JANUARY 27, 1970 LETTER
TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 1021 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
1021	SU 23-103(2)	0.51	90,000	57,100	LOCATION: N.W. 4TH AVE. - S.W. 4TH AVE ONTARIO, OREGON WORK: GRADE-DRAIN - HIGH TYPE PAVEMENT

RECEIVED
FEB 6 - 1970
ENGINEER
COUNTY & CITY DIVISION

REMARKS (Division)

~~THIS PROJECT IS APPROVED UNDER THE PROVISIONS OF PAR. 2(e) PART I OF IM 50-1-70 DATED JANUARY 12, 1970~~ BASED ON MR. YOUNG'S FEBRUARY 2, 1970 CERTIFICATION.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
H. S. COX

Original signed by
Glen L. Green
Engineering Coordinator

RECOMMENDED		APPROVED	
DATE: NOTED R. H. PRANGE	SIGNATURE AND TITLE: Noted Oscar H. Norberg; NOTED RICHARD UNREIN	DATE: 2-5-70	SIGNATURE AND TITLE: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO. 2-15

DATE SUBMITTED TO W.O. FEB 5 1970

FORM PR-1
(REV. 4-61)

FEDERAL - AID
(PP

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. Jct. Ore. 201 N. 0.51 mi. (Ontario) 21 65	**ADT**	PRESENT 1,550	FUTURE 2,250 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr. Dr. High Type Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-5 (72) (73)	PL. A (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME
	NAME OF URBAN AREA 17-31 Ontario	ROUTE NO. S | FEDERAL 23-1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co. Rd. Jct. Ore. 201 N. 0.51 mi. (Ontario)			
5					**ROW**		[NW 4th Ave.-SW 4th Ave. Section]			
5	30			3	**CONST** (CODE) 6201	3		0.51	90,000	57,100

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.51	90,000	57,100
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

FEB 5 1970

B.P.R. OREGON DIVISION

R

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

(Ontario) 65	ADT	PRESENT 1,550	FUTURE 2,250 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1021 (14) (18)

UTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-5 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SU 14 23 NUMBER 23-103(2) 7 SEQ. NO. 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Malheur CODE 045 (19) (18)

ROUTE NO. S FEDERAL-AID 23-103 (32) STATE Co. Rd. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
201						Grade, drain, 2-12' lanes. High Type Pave, 10' to 12' parking area, & curbs. ROW - 48' min. Access control - none; Parking restrictions - none.
4th						
	0.51	90,000	57,100	16,450	16,450 (Co.)	
ECT ALS	0.51	90,000 (16) (23)	57,100 (24) (33)	16,450	16,450 (Co.)	

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FEB 6 - 1970
ENGINEER
COUNTY & CITY DIVISION

REMARKS

Additional Data: Item 1010, Project SU-23-103(1).
Relocation payments: None involved.

(over)

USCOMM DUSCOMM-DC 40005-P61

S.W. 4th Ave.-N.W. 4th Ave. (Ontario) Section

Project SU-23-103(2)

EXISTING FACILITIES: The existing roadway has recently been disturbed by the installation of a 48-foot irrigation tile within the right-of-way. This was project No. SU-23-103(1).

ADJACENT SECTIONS:

NORTH END: 18-foot oil mat with 4-foot gravel shoulder in the left and a 2-foot gravel shoulder on the right.

SOUTH END: FAP-5

PROJECT DATA: Construct a two-lane curb section paved with AC, having two 12-foot travel lanes with parking lanes varying from 10' to 12'. Install drainage facility, adjust manholes.

RIGHT-OF-WAY: Minimum 48 feet
ACCESS CONTROL: None
RAILROAD CROSSING: None
MINIMUM DESIGN STANDARDS: No exceptions
SYSTEM ACTION: Completed
PUBLIC HEARING: May 28, 1969
UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See SU-23-103(1)

Park and Recreation affected - - - - - - - - - - - - - - - - - None
Relocation assistance - - - - - - - - - - - - - - - - - - - None
Social, economic, and environmental effects considered - Yes
Location and design approval - - - - - - - - - - - - - - - 7/29/69
Highway control of utilities will be in agreement - - - Yes

2-4-70
NOTED
H. S. COX

RECEIVED
AT ....M.
JAN 30 1970

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

MALHEUR COUNTY

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 23-103

Project Name
N.W. 4th Avenue-S.W. 4th Avenue Section
Verde Drive

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon,

this 4th day of February, 19 70

MALHEUR County

Ellis A. White
Judge

E W Maag
Commissioner

Henry [illegible]
Commissioner

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FEB 5 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

(11/17/69)

NOTED
RICHARD UNREIN
Noted
Oscar H. Norberg

Copy to:- John Oaks
Scott Coulter
RN Chase
C G Swanson

NOTED
HAROLD
REYNOLDSON

NOTED
[illegible]

NOTED
B. [illegible]

NOTED
HARWELL

RECEIVED
FEB 3 1970
FOR FILING

5-23-103(2)
7347

February 2, 1970

Mr. R. B. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

S. W. 4th Avenue-
N. W. 4th Avenue (Ontario)
Project No. SU-23-108 (2)

Dear Sir:

We hereby certify and include documentation that all the right of way was purchased for the above mentioned project prior to September 30, 1969.

Paragraph 2b of IM 50-1-70 exempts projects from being submitted to the State areawide clearinghouse if a substantial portion of the right of way had been purchased prior to September 30, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

DAR:aw
cc: R. L. Porter
F. B. Klaboe
D. J. Barbee
D. H. Moehring
H. S. Cox
R. N. Chase

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL-AID

(PP

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. Jct. Ore. 201 N. 0.51 mi. (Ontario) 21 65	**ADT**	PRESENT 1,550	FUTURE 2,250 (66) (70)	YE (71

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. High Type Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AL (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME	
	NAME OF URBAN AREA Ontario 17-31	ROUTE NO. S	FEDERAL- 23-1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co. Rd. Jct. Ore. 201 N. 0.51 mi. (Ontario)			
5					**ROW**		[NW 4th Ave.-SW 4th Ave. Section]			
5					**CONST** (CODE) 6201			0.51	90,000	57,100
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.51	90,000	57,100
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24)

7347

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
rio) 65	ADT	1,550	2,250 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (6)	1021 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	SU 14 23	23-103(2) 7	13	(24) (26)	27

COUNTY NAME	CODE
Malheur	045 (13) (15)

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	23-103 (32)	Co. Rd. (36)	(37) (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Grade, drain, 2-12' lanes. High Type Pave, 10' to 12' parking area, & curbs. ROW - 48' min. Access control - none; Parking restrictions - none.
0.51	90,000	57,100	16,450	16,450 (Co.)	
0.51	90,000	57,100	16,450	16,450 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

Additional Data: Item 1010, Project SU-23-103(1).
Relocation payments: None involved.

(over)

USCOMM DUBCOMM-DC 48908-P61

S.W. 4th Ave.-N.W. 4th Ave. (Ontario) Section

Project SU-23-103(2)

EXISTING FACILITIES: The existing roadway has recently been disturbed by the installation of a 48-foot irrigation tile within the right-of-way. This was project No. SU-23-103(1).

ADJACENT SECTIONS:

NORTH END: 18-foot oil mat with 4-foot gravel shoulder in the left and a 2-foot gravel shoulder on the right.

SOUTH END: FAP-5

PROJECT DATA: Construct a two-lane curb section paved with AC, having two 12-foot travel lanes with parking lanes varying from 10' to 12'. Install drainage facility, adjust manholes.

RIGHT-OF-WAY: Minimum 48 feet
ACCESS CONTROL: None
RAILROAD CROSSING: None
MINIMUM DESIGN STANDARDS: No exceptions
SYSTEM ACTION: Completed
PUBLIC HEARING: May 28, 1969
UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See SU-23-103(1)

Park and Recreation affected - - - - - - - - - - - - - - - - None
Relocation assistance - None
Social, economic, and environmental effects considered - Yes
Location and design approval - - - - - - - - - - - - - - - 7/29/69
Highway control of utilities will be in agreement - - - Yes

7347

NOTED
H. S. COX

MEMO TO R. N. CHASE DATE January 22, 1970

FAS 23-103 , MALHEUR COUNTY, S.W. 4th Avenue-N.W. 4th Avenue (Ontario) SECTION

TERMINI: This project is within the city limits of Ontario and extends north 0.51 mile from FAP-5 (Olds Ferry-Ontario Highway) along Verde Drive.

M.P. 0.00 to 0.51

PROPOSED WORK: Adjust base rock, drain, curb, surface and pave

PROJECT LENGTH: 0.51 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION:	$90,000	$51,000	$10,200	$28,800	

EXISTING FACILITIES: The existing roadway has recently been disturbed by the installation of a 48-foot irrigation tile within the right-of-way. This was project No. SU-23-103(1)).

ADJACENT SECTIONS:

NORTH END: 18-foot oil mat with 4-foot gravel shoulder in the left and a 2-foot gravel shoulder on the right.

SOUTH END: FAP-5

PROJECT DATA: Construct a two-lane curb section paved with AC, having two 12-foot travel lanes with parking lanes varying from 10' to 12'. Install drainage facility, adjust manholes.

RIGHT-OF-WAY: Minimum 48 feet
ACCESS CONTROL: None
RAILROAD CROSSING: None
MINIMUM DESIGN STANDARDS: No exceptions
SYSTEM ACTION: Completed
PUBLIC HEARING May 28, 1969
UNUSUAL OR COMPLICATED SITUATIONS:------

ROUTE DATA: See SU-23-103(1)

Park and Recreation affected	No
Relocation assistance	No
Social, economic, and environmental effects considered	Yes
Location and design approval	7/29/69
Highway control of utilities will be in agreement	Yes

NOTED
P. R. Arensmeier

NOTED
HAROLD
REYNOLDSON

HR:ljt
1/22/70

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
[illegible] HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section N.W. 4th Ave - S.W. 4th Ave Sect. Unit
Highway FAS 23-103 County Malheur Prefix 523-1413
Length Designer Henry Draftsman Date Jan. 1970
Signed Title Revised Jan. 21

(Made in Final Design)

~~Grading~~ & Drainage		$ 24,061
Surfacing		$ 45,495
Extra Work		
Flagging	$ 750	
Temporary Protection and Direction of Traffic	700	
Permanent Signing	350	
Total Extra Work		$ 1800
TOTAL		$ 71,356
+ 14½% Engineering and Contingencies		$ ~~9,990~~ 10,347
Structures		
	$	
Total Structures		$
Right of Way		$
Total Estimated Cost		$ ~~81,346~~ 81,703

ORE N STATE HIGHWAY DEPARTME
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section N.W. 2nd Ave. - S.W. 4th Ave. Sect. Unit ____
Highway FAS 13-123 County Malheur Prefix 533-1413
Length ____ Designer Henry Draftsman ____ Date Jan. 1970

Grading and Surfacing Items

Revised Jan. 21

Item	Unit	Net	10% Allow	Gross	Price	Amount
Trench Exc.	c.y.	236	24	260	4.00	1040 -
Inlet, Type CG-1	ea.	14	1	15	175.00	2,625 -
8" Sewer Pipe	lin.ft.	192	19	211	3.00	633
15" Sewer Pipe	lin.ft.	320	32	352	6.50	2,288 -
Manholes	ea.	3	–	3	400.00	1200 -
Conc. in Type "A" Curb	c.y.	292	29	321	50.00	16,050 -
Adj. Manholes ✓	ea.	3	–	3	75.00	225 -
						24,061
Aggr. subbase Stone Base	c.y.	65	6	71	3.75	266 -
Aggr. Stone Leveling Course	c.y.	1,300	130	1,430	4.00	5,720 -
Watering	M-Gal	26	3	29	3.00	87 -
Aggr. in Prime Coat	c.y.	99	10	109	6.00	654 -
Asph. in Prime Coat	ton	15.2	1.8	17	100.00	1700 -
Asph. Conc. Mix	ton	2650	265	2915	10.00	29,150 -
Asph. in Mix	ton	146	15	161	38.00	6118 -
Preparation of						
Old Roadbed	mi.	0.5	–	0.5	1,200	600 -
Extra for Paving Appr.	ea.	22	2	24	50.00	1200 -
						45,495

Total ____

January 9, 1970
(date)

RECEIVED
..........M.
JAN 12 1970
MALHEUR COUNTY

Malheur County Court
Courthouse
Vale, Oregon 97918

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 23-103 (Verde Drive)

Section NW 4th Avenue-Arcata Way (Ontario) Section: Surface, Curb, Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
JAN 21 1970
ENGINEER
COUNTY & CITY DIVISION

(date)

By Ellis A. White county judge

By E W Moag
Commissioner

By Henry Cable
Commissioner

NOTED
HAROLD REYNOLDSON

NOTED
H. S. COX

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
JAN 15 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

January 9, 1970
(date)

Mr. C. Lloyd Castner
City Superintendent
City Hall
Ontario, Oregon 97914

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

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Section NW 4th Avenue-Arcata Way (Ontario) Section: Surface, Curb, & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

Jan. 14 1970
(date)

By Ellis A. White

By E W Maad
Commissioner

By Henry Esklin
Commissioner

NOTED
R. H. PRANGE

NOTED
[illegible] HOLMES

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

cc: L. H. Young
Attn: Duane Ridings

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
DON HARWELL

7347.

Mr. C. Lloyd Castner
City Manager
City Hall
Ontario, Oregon 97714

December 19, 1969

Re: Curbing and Paving
N.W. Fourth Ave.-S.W. Fourth Ave.
(Ontario) Section
Verde Drive
FAS 23-103

Dear Mr. Castner:

Our latest estimate of cost on this portion of this project is from $125,000 to $130,000. We are still planning to take bids on this project in March.

If we can be of further assistance, please do not hesitate to ask.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Planning Engineer

HR:ljt

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON [illegible]RWELL

fas 23-103
Malheur Co

CITY OF Ontario
WASH
IDAHO
OREGON
NEV

FROM THE OFFICE OF CITY MANAGER
Please Direct All Correspondence
On This Matter To The Above.

P.O. BOX 159 - ONTARIO, OREGON
97914

December 9, 1969

Mr. H. S. Cox
City-County Division
Oregon State Highway Department
Salem, Oregon

Hal-Bob

Dear Mr. Cox:

Several weeks ago your office and I discussed on the telephone the scheduling of the second phase of the Verde Drive Improvements FAS 23-103. We established a bid opening as the 23rd of March. In order to make the necessary financial arrangements, with the county, we would like an estimate as soon as possible of the estimated contract for the second phase of construction.

Very truly yours,

C Lloyd Castner
C. Lloyd Castner
City Manager

CLC:rmg

RECEIVED
DEC 10 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

ection Verde Drive (Ontario) Unit
ghway FAS 23-103 County Malheur Prefix 523-1413
ength 0.5 Designer Tarpin Draftsman Date Dec. 68
gned Title

RECEIVED
DEC 19 1969
ENGINEER
COUNTY & CITY DIVISION

Grading & Drainage		$ ~~27,719~~ 30,769
Surfacing		$ ~~62,251~~ 73,323
		104,092
Extra Work		
Flagging	$ 750	
Temporary Signing	700	
Permanent Signing	350	
Total Extra Work		$ 1800
TOTAL		$ ~~91,770~~ 107,692
+ 20% Engineering and Contingencies		$ ~~18,354~~ 21,538
Structures		
	$	
Total Structures		$ —
Right of Way		$ —
Total Estimated Cost		$ ~~110,124~~ 129,230

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

ection Verde Drive (Ontario) Unit
ighway FAS 23-103 County Malheur Prefix
ength 0.5 Designer Terpin Draftsman Date Dec. 68

Storm Sewer ~~Grading and Surfacing~~ Items

Item	Unit	Net	10% Allow	Gross	Price 12-19-69	Amount
Trench Exc.	c.y.	577	58	635	4.00 ~~7.00~~	2540 ~~1,905~~
Inlet, Type CG-1	ea.	16	2	18	175.00 ~~130.00~~	3,150 ~~2,340~~
7" Sewer Pipe	lin.ft.	332	33	365	3.00	1,095
12" Sewer Pipe	lin.ft.	348	35	383	5.00 ~~4.00~~	1915 ~~1,532~~
15" Sewer Pipe	lin.ft.	320	32	352	6.50 ~~4.75~~	2,288 ~~1,672~~
18" Siphon Pipe	lin.ft.	62	6	68	12.00 ~~7.50~~	816 ~~510~~
Manhole	ea.	1	—	1	400.00 ~~350.00~~	400 ~~350~~
Siphon Box	ea.	2	—	2	500.00 ~~375.00~~	1000 ~~750~~
Pavement Replacement	lin.ft.	275	28	303	5.00	1,515
Conc. in Type "A" curb	c.y.	292	29	321	50.00	16,050

Changes by Ed Johnson
12/19/69

Total 30,769 ~~27,719~~

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 3 Sheets

ection Verde Drive (Ontario) Unit

ighway FAS 23-103 County Malheur Prefix

ength 0.5 Designer Turpin Draftsman Date Dec. 68

~~Grading and~~ Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Bottom Course Base	c.y.	7,510	751	8,261	3.75 ~~3.25~~	30,979 ~~26,848~~
Top Course Base	c.y.	953	95	1,048	4.00 ~~3.50~~	4,192 ~~3,668~~
Watering	M.Gal	212	21	133	3.00	399
Aggr. in Prime Coat	c.y.	99	10	109	6.00 ~~5.50~~	654 ~~600~~
Asph. in Prime Coat	ton	15.2	1.5	16.7	100.00 ~~70.00~~	1670 ~~1,169~~
Asph. Conc. Mix	ton	2619	262	2,881	10.00 ~~8.00~~	28,810 ~~23,048~~
Asph. in Mix	ton	144.0	14.4	158.4	38.00	6,019
Preparation of Old Roadbed	mi.	0.5	–	0.5	1,200 ~~1,000.00~~	600 ~~500~~

Total 73,323 ~~62,251~~

FAS 23-103
Malheur Co

CITY OF Ontario...... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER
Please Direct All Correspodence
On This Matter To The Above.

P.O. BOX 159 - ONTARIO, OREGON
97914

December 9, 1969

Mr. H. S. Cox
City-County Division
Oregon State Highway Department
Salem, Oregon

Hal-BoC

Dear Mr. Cox:

Several weeks ago your office and I discussed on the telephone the scheduling of the second phase of the Verde Drive Improvements FAS 23-103. We established a bid opening as the 23rd of March. In order to make the necessary financial arrangements, with the county, we would like an estimate as soon as possible of the estimated contract for the second phase of construction.

Very truly yours,

C Lloyd Castner

C. Lloyd Castner
City Manager

CLC:rmg

RECEIVED
DEC 10 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

RECEIVED
APR - 7 1970
ENGINEER
COUNTY & CITY DIVISION

Verde
NW 4th Ave - Arcata Way Sec.
Verde Drive
FAS 23-103

10-21-69

AGREEMENT

THIS AGREEMENT made and entered into this 21st. day of October, 1969, by and between the STEWART-CARTER DITCH COMPANY, an Oregon corporation, having its principal office c/o Roy Brewer, 1125 North Park Boulevard, Ontario, Oregon, hereinafter referred to as the "Company," the NORTH BOARD OF CONTROL OF THE OWYHEE PROJECT, a body created pursuant to Act of Congress of June 23, 1962 (66 Stat 151), having its principal office at 17 South First Street, Nyssa, Oregon, hereinafter referred to as the "Board," and the CITY OF ONTARIO, a municipal corporation, having its principal office at 241 S.W. First Avenue, Ontario, Oregon, hereinafter referred to as the "City."

WITNESSETH:

WHEREAS, the Owyhee Ditch Company, an Oregon corporation organized under the laws of the State of Oregon as a water company, since prior to 1910, has furnished irrigation water to certain of its waterusers, who are members of the Company, by delivering such water from its distribution system into a lateral of the Company, commencing in the SE¼ of Section 17, Township 18 South, Range 47 E.W.M., and known as the Stewart-Carter lateral. That said Stewart-Carter lateral consists of an open ditch which runs generally in a northerly and easterly direction across the east half of Sections 17 and 8 of Township 18 South, Range 47 E.W.M. to the north boundary line of said Section 8, said boundary line being also in S.W. 4th Avenue in the City of Ontario. It then crosses said avenue and runs in a northeasterly direction across the southeast corner of the SE¼SE¼ of Section 5, Township 18 South, Range 47 E.W.M. to Verde Drive in said City (Verde Drive being on the west boundary line of Section 4, Township 18 South, Range 47 E.W.M.), thence runs north and parallel to the west side of Verde Drive approximately 235 feet where it crosses under Verde Drive and continues north and parallel to the east side of Verde Drive to a point which is the location of the North Advancement irrigation pump, through which irrigation water is pumped to lands of the Advancement Irrigation District

RECE[illegible]D
APR - 7 1970
ENGINEER
COUNTY & CITY DIVISION

Verde Drive
FHS 23-103

10-21-69

AGREEMENT

THIS AGREEMENT made and entered into this 21st. day of October, 1969, by and between the STEWART-CARTER DITCH COMPANY, an Oregon corporation, having its principal office c/o Roy Brewer, 1125 North Park Boulevard, Ontario, Oregon, hereinafter referred to as the "Company," the NORTH BOARD OF CONTROL OF THE OWYHEE PROJECT, a body created pursuant to Act of Congress of June 23, 1962 (66 Stat 151), having its principal office at 17 South First Street, Nyssa, Oregon, hereinafter referred to as the "Board," and the CITY OF ONTARIO, a municipal corporation, having its principal office at 241 S.W. First Avenue, Ontario, Oregon, hereinafter referred to as the "City."

WITNESSETH:

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WHEREAS, the Company, since 1910 has been engaged in the business of delivering irrigation water to its member waterusers by gravity from its open ditch on the east side of Verde Drive, through a spur lateral which runs in a northeasterly direction across a portion of the W½ of said Section 4 from where it is conveyed into the distribution facilities of the Company and then divided and delivered to the various irrigable acreages of the members of the Company, all of which are waterusers of the Owyhee Ditch Company; and

WHEREAS, the Board is the operating agency of the North Division of the Owyhee Federal Reclamation Project and as such is obligated to fulfill the terms and conditions of a certain contract, dated April 23, 1935, between the United States of America, Stewart-Carter Ditch Company and Advancement Irrigation District whereby the United States acquired a perpetual use right in the Stewart-Carter Lateral with the right to enlarge it and assumed the responsibilities for operation and maintenance of said lateral; and

WHEREAS, the City desires to improve Verde Drive by widening, curbing and resurfacing said street, eliminating the existing open ditch of the Company paralleling Verde Drive from the point where it commences at Arcata Way to the northeast corner of N.W. 4th Avenue, and in lieu thereof desires to construct in said open ditch a 48-inch underground irrigation pipeline and then to use the Company's right of way as part of its street; and

WHEREAS, the elimination of the open ditch running parallel to Verde Drive will necessitate changing the Company's distribution system from a gravity flow system to a combined gravity and pumping system and will require providing a pumping station at the corner of N.W. 4th Avenue and Verde Drive and a new distribution facility along said N.W. 4th Avenue to the existing weirs and diversion boxes of the Company located south of said N.W. 4th Avenue; and located in Section 5 after which it terminates in a wasteway located in the NW¼NW¼ of said Section 4; and

WHEREAS, the Company, since 1910 has been engaged in the business of delivering irrigation water to its member waterusers by gravity from its open ditch on the east side of Verde Drive, through a spur lateral which runs in a northeasterly direction across a portion of the W½ of said Section 4 from where it is conveyed into the distribution facilities of the Company and then divided and delivered to the various irrigable acreages of the members of the Company, all of which are waterusers of the Owyhee Ditch Company; and

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WHEREAS, the City desires to improve Verde Drive by widening, curbing and resurfacing said street, eliminating the existing open ditch of the Company paralleling Verde Drive from the point where it commences at Arcata Way to the northeast corner of N.W. 4th Avenue, and in lieu thereof desires to construct in said open ditch a 48-inch underground irrigation pipeline and then to use the Company's right of way as part of its street; and

WHEREAS, the elimination of the open ditch running parallel to Verde Drive will necessitate changing the Company's distribution system from a gravity flow system to a combined gravity and pumping system and will require providing a pumping station at the corner of N.W. 4th Avenue and Verde Drive and a new distribution facility along said N.W. 4th Avenue to the existing weirs and diversion boxes of the Company located south of said N.W. 4th Avenue; and

WHEREAS, the Company has refused to consent to the change of its method of receiving irrigation water through its open ditch by gravity flow to that of pumping through an underground pipeline, nor to assume the cost of constructing a pump station, or installing a pump and motor therein or constructing the necessary pipeline along N.W. 4th Avenue to provide the means of delivering water to its members unless the City will pay all costs and expenses in connection with the changing of the Company's present irrigation distribution system to a gravity and pumping system and shall pay all charges for electric power required for pumping purposes during each future irrigation season and that the City shall also pay all costs in connection with the required future maintenance, repair and replacement of the pump, motor, related equipment and pipelines to be installed for such changeover; and

WHEREAS, the City in order tc induce the Company and the Board to consent to the elimination of said open ditch alongside of Verde Drive and to grant permission to the City to use the ditch right of way as part of its street surface has offered to construct for the Company in said ditch right of way, without cost to the Company or the Board, a 48-inch concrete rubber gasket pipeline, and to construct a pump station at the northeast corner of Verde Drive and N.W. 4th Avenue together with an adequate pump, motor and all other equipment necessary for its operation, to acquire a site for said pump station and to construct in the street right of way of N.W. 4th Avenue a 15-inch concrete rubber gasket pipeline together with all necessary weirs, dividers and diversion boxes so that the completed installation will be capable of providing irrigation water to the lands of the Company's members to the same extent as the present distribution system and the City has further offered to pay the costs of all work and materials required in the construction thereof and to pay the cost of all electric power required to operate said system so long as the system is used by the Company or its successor and the City has also offered to assume payment of all future costs of maintenance, repair and replacement of said pump, motor, equipment and pipelines, all without cost to the Company; and

WHEREAS, the parties desire to commit their understanding to writing.

NOW, THEREFORE, IN CONSIDERATION OF THE MUTUAL COVENANTS AND STIPULATIONS HEREINAFTER STATED, THE PARTIES HERETO DO MUTUALLY AGREE AS FOLLOWS:

1. The Company and the Board grant to the City the right and privilege of replacing the existing open irrigation ditch running from the north end of the 4' x 4' concrete culvert constructed under S.W. 4th Avenue (located in the southeast corner of the SE¼SE¼ of Section 5, Township 18 South, Range 47 E.W.M.) and running to Verde Drive and then north to N.W. 4th Avenue with a 48-inch underground pipeline to be constructed by the City in the present ditch right of way in accordance with the plans and specifications hereinafter described. Subject to the City obtaining the necessary rights of way, the Board agrees to lay said pipeline or any part thereof on behalf of the City for the distance from the north end of said 4' x 4' concrete culvert to a point approximately 50 feet west of the northwest corner of Verde Drive and Arcata Way. The City shall furnish all necessary pipe and other materials necessary for such pipe laying and the Board shall provide all equipment and labor to perform the work. The City agrees to pay the Board for its technical services relating to construction of the pipelines, pump station, and other facilities and in laying any pipe, including labor and use of equipment, the sum of $590.00.

2. The Company and the Board grant to the City the right to use as part of Verde Drive the right of way of the Company and the Board paralleling Verde Drive, as hereinbefore described, subject to full compliance by the City with all of the terms, conditions and covenants set forth in this agreement, together with the right to surface the area of the open ditch after the pipeline is installed therein, as herein provided.

3. That the City shall construct in the existing open ditch along

Verde Drive, in the City of Ontario, a 48-inch concrete rubber gasket pipeline in accordance with certain plans and specifications prepared by the Oregon State Highway Department entitled "Irrigation System, N.W. 4th Avenue, Arcata Way Section, FAS 23-103, Malheur County, August 1969," a copy of which plans and specifications marked "Schedule A" is attached hereto and made a part hereof by reference, except as the same may be modified herein by written recommendations made by the Company or the Board and delivered to the City.

4. That the City shall also construct along N.W. 4th Avenue from the pump to be located at the northeast corner of Verde Drive and N.W. 4th Avenue to the south side thereof thence east along said N.W. 4th Avenue for approximately 1,452 feet, a 15-inch underground concrete rubber gasket pipeline, together with all necessary divider boxes, weirs, checks and related facilities to provide for distribution of irrigation water to the lands of the Company's member waterusers in accordance with certain plans and specifications prepared by the City entitled "Arata Ditch Relocation (L.I.D. No. 13) City of Ontario, Oregon, a copy of which plans and specifications marked "Schedule B" is attached hereto and made a part hereof by reference, except as the same may be modified herein or by written recommendations made by the Company or the Board and delivered to the City.

5. That the City will construct a pump station at the northeast corner of Verde Drive and N.W. 4th Avenue, said pump station to be located on lands presently owned by Emil Claude. The City shall install at said pump station one Worthington Model 10 KMD - 12 wet pit propeller pump and one 30 h.p. motor together with such control panels and other equipment as may be necessary for its efficient operation.

The pump, control panel and related equipment shall be furnished and installed in accordance with the proposal and recommendations made by Worthington Corporation by letter dated September 19, 1969, with specifications attached thereto, sent to Galey Construction Co., the City's contractor, a copy of which letter and attached specifications marked "Schedule C" is attached hereto and made a part hereof by reference. The second method of pump installation recommended by Worthington Corporation shall be adopted; the motor shall not be epoxy encapsulated and the motor shall be U. S. Motors.

The pump station shall be constructed in accordance with the general specifications therefor set forth on Sheet 2A of "Schedule A" attached hereto, with outer covering of corrugated steel. It shall be of sufficient height and with adequate overhead supports to permit the raising and suspension of the entire pump from its base for purposes of repair and maintenance. It is understood and agreed that the proposed pump station specifications described in "Schedule A" are not final and can be modified before completion by additions or deletions recommended by the Company or the Board. The City agrees to make any changes requested at its expense. The City shall enclose the pump station site with an 8 foot cyclone fence with a 12-inch 3 strand barbed wire extension inverted outward. Said fence shall have a 10-foot hinged gate to be placed at a location to be chosen by the Company or the Board.

6. The City shall instal an underground 15-inch concrete pipeline from the pump station on the north side of N.W. 4th Avenue to the south side thereof and then due east along said street right of way for a distance of approximately 1,452 feet. Said pipeline shall be constructed in accordance with the plans and specifications marked "Schedule C", All weirs, diversion boxes and other irrigation structures required by the Company for said pipeline distribution system shall be furnished by the City at its expense, and shall be installed in accordance with the directions of the Company or the Board. The City shall notify the Company before installing any weirs, diversion boxes or other irrigation structures and shall afford the Company or the Board an opportunity to inspect the installation before completion.

7. The City covenants and agrees to pay all charges for electric power for pumping water through the pump at the northeast corner of

Verde Drive and N.W. 4th Avenue during each irrigation season, to the lands of the Company's members. In addition the City covenants and agrees to pay for all repairs to the pump, motor and accessory equipment used for such purpose, including the replacement of said pump, motor and other equipment, whenever necessary. It is understood by the City that the Company has limited financial resources and has consented to the change of its gravity distribution system to one of pumping solely for the convenience of the City and upon the assurance that the City will pay all future maintenance, repair and replacement costs relating to the pumping of water to the Company's distribution system. It is also understood that the prompt payment of charges for electric power as well as the prompt payment of costs of maintenance, repair and replacement of the pump, motor or other related equipment are essential to the Company being able to fulfill its obligation to deliver irrigation water to its members. In the event the City shall fail, neglect or refuse to promptly pay the charges for electric power as aforesaid or the cost of maintenance, repair or replacement of the pump, motor or other equipment when required, then the Company shall have the option and privilege of paying the same on behalf of the City and any payments so made shall be reimbursed to the Company by the City upon demand.

In addition, the City covenants and agrees to pay all costs and expenses of maintenance, repair and replacement of the said underground pipelines whenever required.

In the event the City shall fail to fulfill the continuing obligations assumed by it under this agreement the Company or the Board shall have the right, with the consent of the United States of America, to convert the underground pipeline distribution system along Verde Drive to the original open ditch system and the Company or the Board shall also have the right to remove all or any part of said pipeline. The City shall thereupon have no claim for return of any pipeline sections so removed nor for the use of the ditch right of way as part of its street surface. It is understood and agreed that the Company reserves its right of way along both sides of Verde Drive where the present open ditch is located and that its consent to the City to construct the pipeline in said open ditch and to construct its street over said right of way is conditioned upon the City fulfilling all of the obligations assumed by it under this agreement and such consent shall not be deemed a relinquishment in favor of the City of any of the Company's rights thereto.

8. Upon completion of construction, the City shall convey and transfer to the Company title to the pump station site, the pump, motor, accessory equipment, pipeline and all other facilities installed by the City for the Company's distribution system at N.W. 4th Avenue. The City shall grant to or obtain for the Company all necessary rights of way for said pipeline of sufficient width to permit the use of vehicles and equipment for the repair, maintenance, replacement or reconstruction of said pipeline and other facilities. If relocation of the pipeline or other facilities on N.W. 4th Avenue shall become necessary by reason of City improvements therein, the City covenants and agrees to perform all work of relocation and to provide the necessary right of way therefor, all at its own cost and expense. Relocation of said pipeline and related facilities shall be done in accordance with plans and specifications to be provided by the Company or the Board.

The City shall transfer title to the 48-inch concrete pipeline to be laid from the 4' x 4' concrete box in the southeast corner of said SE¼SE¼ of Section 5 to the northeast corner of N.W. 4th Avenue to the United States of America.

The City agrees to execute and deliver to the Company or the United States of America any and all instruments of title covering the property to be transferred upon request of the entity concerned.

9. The Company and the Board grant to the City the right and privilege to use the Verde Drive pipeline as a City storm sewer, and in consideration thereof the City covenants and agrees that it will instal adequate storm drains in Verde Drive to be connected to said pipeline and

will provide grates with spacings of not more than one inch to prevent large debris from washing into said pipeline; that it will use said pipeline only as a storm sewer; and that no storm water from any street other than Verde Drive will be diverted or conveyed for disposition in said pipeline.

10. All work performed shall be accomplished to the satisfaction of the Company and the Board. The City shall replace any material or correct any workmanship found by the Company or the Board to be not satisfactory.

The City covenants and agrees that in the event it becomes necessary that a portion of the City's streets, where the underground pipelines shall be laid pursuant to this agreement be excavated for purposes of maintenance, repair, replacement or reconstruction of such pipelines or any section thereof, the City will replace the street surface so excavated at its own expense.

No changes or modifications shall be made in any of the plans, specifications or proposals referred to in this agreement without the prior written approval of the Company or the Board.

Upon completion of all work of construction and installation, the City shall test the distribution system for operating efficiency, said tests shall be performed in the presence of the Company and the Board or their authorized representatives and acceptance of the project shall be subject to the approval by the Company and the Board. The City warrants that the installation of the pipeline, pump and motor and other facilities will be capable of providing irrigation water to the waterusers of the Company to the same extent as heretofore delivered to them by the Company under the open ditch gravity system.

11. Inspection of the work of construction by the Company or the Board shall not relieve the City of the obligation to correct any condition which may develop by reason of said pipeline installation and which the Company or the Board shall determine detrimentally affects the distribution system. Upon written notice from the Company or the Board to

the City directing the correction of any such condition, the City shall immediately perform any work required and shall instal any facilities necessary to correct such condition, and upon failure by the City to do so, the Company or the Board shall have the right to correct such condition at the expense of the City and all costs for such work, including labor, the cost of materials and equipment used for such purpose shall be paid to the Company or the Board, as the case may be, on demand.

12. The City shall indemnify and hold harmless the Company and the Board, their respective officers, agents and employees, on account of all damages or claims for damages by whomsoever made and of any nature whatsoever arising out of or in any manner connected with the pipeline installations on Verde Drive and N.W. 4th Avenue or the pump installation therefor. This obligation shall include any and all damages, and all expenses, including attorney's fees, incurred by either of said entities on account of the granting of consent under this agreement and the installation of said pipelines and related facilities thereunder.

13. The City shall pay the legal expenses of the Company in connection with the negotiation and preparation of this agreement.

14. The City agrees that in case suit or action is instituted to enforce or obtain compliance with any of the provisions hereof, then and in either of such events, the Company or the Board, if they prevail, shall be entitled to receive, in addition to all expenses incurred in such litigation, such sum as the Court may adjudge reasonable as attorney's fees in said suit or litigation. The foregoing provision shall also apply to all proceedings on appeal or after appeal.

15. That all notices provided herein shall be given, and shall be deemed completed, by sending such notice in writing, by United States Registered or Certified Mail, addressed to the parties upon whom said notice is to be given at their respective addresses hereinbefore set forth.

16. It is further mutually understood and agreed that the covenants and agreements contained in the within agreement shall be binding upon the parties hereto and upon their respective successors and assigns except

as herein otherwise provided.

IN WITNESS WHEREOF the parties hereto have hereunto executed this agreement pursuant to their authority as hereinafter indicated, all as of the day and year first above written.

Signed by authority of the
Board of Directors:

ATTEST:

Roy Brewer
Secretary

STEWART-CARTER DITCH COMPANY

By Heatley
President

Signed by authority of the
Board of Directors:

ATTEST:

Secretary

NORTH BOARD OF CONTROL

By E H Brandt
Chairman

Signed pursuant to
Ordinance No.

ATTEST:

Nadine A. Thompson
City Recorder

CITY OF ONTARIO

By Morgan S. Dick
Mayor

I-5-6(67) Columbia R. Hwy. & Capital Hwy. 1970
296 Interchanges on Pacific Hwy., in
#7348 Ptld. (Impact attenuators)

5-17-71

STATE COPY

FORM PR 33.5
(REV. 3-68)

cc: OSHD (A. E. Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL ACCEPTANCE REPORT

(FPM 20-6.1)

I-5-6(67)296
7548

REGION NO. 8	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5-17-71	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. I-5-6(67)296
COMPLETION DATE 9-15-70	ACCEPTANCE DATE BY CONTRACTING AGENCY 12-14-70	TIME ELAPSED 147.5 %	CONTRACT TIME 85 Cal Days
APPROVED EXTENSIONS 40 days	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

NOTED
A. E. JOHNSON

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

copy to program 6-8-71

COLUMBIA RIVER HIGHWAY AND CAPITOL HIGHWAY INTERCHANGES
PACIFIC HIGHWAY
Impact Attenuators

Work completed under this project was approved as both experimental Type II and a safety improvement project. The work included the installation of four impact attenuation devices, the construction of one sign structure, revision of existing roadway illumination, and minor guardrail revisions.

The impact attenuation devices consisted of two steel drum and two "Hi-Dro-Cell" installations. The drum installations are located at the gore points between I-5 northbound and the "SE" line ramp to the Columbia River Highway eastbound and I-5 southbound and the ramp to SW Capitol Highway and Taylors Ferry Road. The "Hi-Dro-Cell" installations are located at the gore points between I-5 southbound and the "NE" line ramp to the Columbia River Highway eastbound and the "EN" line ramp and the "ES" line ramp from the Columbia River Highway westbound to the northbound and southbound lanes of I-5.

All work was completed in reasonably close conformance with the plans and specifications including approved changes on September 15, 1970. A total of 125 calendar days were used to complete the work. A time extension of 40 calendar days was approved on January 7, 1971, which advanced the specified completion time from 85 calendar days to 125 calendar days.

RECEIVED
JUN 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

(more)

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant Area Engr. W. N. Bryant		SIGNATURE Glen L. Green Engineering Coordinator R. E. Simpson	
TITLE Area Engineer	DATE 5-17-71	TITLE Division Engineer	DATE 5-26-71

REPLACES PR 33A(2) REV. 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

I-5-6(67) Columbia R. Hwy. & Capital Hwy. 1970
296 Interchanges on Pacific Hwy., in
#7348 Ptld. (Impact attenuators)

5-17-71

STATE COPY

RECEIVED

I-5-6(67)

7548

FORM PR-33
(REV. 3-68)

cc: OERD (A. E. Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

REGION NO. 8	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5-17-71	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. I-5-6(67)296
COMPLETION DATE 9-15-70	ACCEPTANCE DATE BY CONTRACTING AGENCY 12-14-70	TIME ELAPSED 147.5 %	CONTRACT TIME 85 Cal Days
APPROVED EXTENSIONS 40 days	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

NOTED
A. E. JOHNSON

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications, including authorized changes and extra work.*

COLUMBIA RIVER HIGHWAY AND CAPITOL HIGHWAY INTERCHANGES
PACIFIC HIGHWAY
Impact Attenuators

copy to Morgan 6-8-71

Work completed under this project was approved as both experimental Type II and a safety improvement project. The work included the installation of four impact attenuation devices, the construction of one sign structure, revision of existing roadway illumination, and minor guardrail revisions.

The impact attenuation devices consisted of two steel drum and two "Hi-Dro-Cell" installations. The drum installations are located at the gore points between I-5 northbound and the "SE" line ramp to the Columbia River Highway eastbound and I-5 southbound and the ramp to SW Capitol Highway and Taylors Ferry Road. The "Hi-Dro-Cell" installations are located at the gore points between I-5 southbound and the "NE" line ramp to the Columbia River Highway eastbound and the "EN" line ramp and the "ES" line ramp from the Columbia River Highway westbound to the northbound and southbound lanes of I-5.

All work was completed in reasonably close conformance with the plans and specifications including approved changes on September 15, 1970. A total of 125 calendar days were used to complete the work. A time extension of 40 calendar days was approved on January 7, 1971, which advanced the specified completion time from 85 calendar days to 125 calendar days.

RECEIVED
JUN 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

(more)

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant Area Engr. W. N. Bryant		SIGNATURE Original Signed By Glen L. Green Engineering Coordinator R. E. Simpson	
TITLE Area Engineer	DATE 5-17-71	TITLE Division Engineer	DATE 5-26-71

REPLACES PR 33A(2) REV 4-66 WHICH MAY BE USED
UNTIL SUPPLY IS EXHAUSTED.

There were no major significant overruns or underruns. The final cost of completing the work is $69,510.16 which includes $7,158.89 for work completed under price agreements and work orders and $8,609.27 for construction engineering.

Acceptance of the project is recommended.

STATE COPY

Monthly transaction number 3-22	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Modification number 1	(PPM 21-7) 3-4-71	Project number I-5-6(67)296 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 21, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ [illegible]	$ 69,307
Federal funds	$ [illegible]	$ 63,900
Other revisions		

ah

This modification is made for the following reasons:

Increase in cost by approved extra work orders and state force orders.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4th day of March, 1971.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid
Project No. I-5-6(67)296

COLUMBIA RIVER HWY. AND CAPITOL HWY. INTERCHANGES ON THE PACIFIC HWY. IN MULTNOMAH COUNTY

Salem, Oregon, February 24, 1971

Revised project agreement estimate.

Type Code Y101
Impact Attenuators

Temporary Protection and Direction of Traffic	All Required		$ 2,700.00
Impact Attenuators (Hi-Dro Cushion Cells)	All Required		21,000.00
Impact Attenuators (Steel Drums)	All Required		15,000.00
Guard Rail, Type 2A	900 lin.ft.	6.00	5,400.00
Sign Support Footings	All Required		1,300.00
Cantilever Sign Structure	All Required		3,900.00
Sign Illumination Equipment	All Required		1,200.00
Roadway Illumination Installation, Complete	All Required		3,500.00
	Subtotal		$54,000.00
Flagging (60% of contractor's cost)	All Required		$ 1,000.00
EWO 2 Install 1-1/4 inch Electrical Conduit	All Required		567.36
EWO 3 Install Type "G" Inlet & CMP	All Required		654.48
EWO 4 Adjust Electrical Boxes & Illum. Wire	All Required		843.77
EWO 5 Revise Drum Attenuator Units	All Required		4,518.60
SFO 1 Restripe Gore Areas	All Required		522.21
SFO 2 Revise Illumination at Gore Point	All Required		900.00
			$ 9,006.42
	Subtotal		$63,006.42
	10% Engr. & Cont.		6,300.58
	Total		$69,307.00

Length of Project - - - 0.00 mile

Federal Funds - - - - - $63,900.00
State Funds - - - - - - 5,407.00
Total - - - - - - - - - $69,307.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%

Prefix 626-1025

Contract No. 7348

STATE COPY

Form Approved; Budget Bureau No. 04-R2089.1

MONTHLY TRANSACTION NO. $ 4-77	FO R-2 (RE -69) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 4-21-70	COUNTY Multnomah PROJECT NO. I-5-6(67)296

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River Hwy. and Capitol Hwy. Interchanges on the Pacific Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-25-70	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 60,500	FEDERAL FUNDS $ 55,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION (Official name of Highway Department)	U.S. DEPARTMENT OF TRANSPORTATION Federal Highway Administration Bureau of Public Roads
By ______ Assistant State Highway Engineer (Title)	By ______ (Division Engineer) For: R. E. Simpson
By ______ ______ (Title)	Date executed by Division Engineer April 21, 1970
By ______ ______ (Title)	

EXISTING STOCKS OF PR-2 (REV. 5-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. I-5-6(67)296

COLUMBIA RIVER HWY. AND CAPITOL HWY. INTERCHANGES
ON THE PACIFIC HWY. IN MULTNOMAH COUNTY
SALEM, OREGON, MARCH 31, 1970

Project agreement estimate.

Type Code Y101
Impact Attenuators

Temporary Protection and Direction of Traffic	All Required		$ 2,700.00
Impact Attenuators (Hi-Dro Cushion Cells)	All Required		21,000.00
Impact Attenuators (Steel Drums)	All Required		15,000.00
Guard Rail, Type 2A	900 lin.ft.	$6.00	5,400.00
Sign Support Footings	All Required		1,300.00
Cantilever Sign Structure	All Required		3,900.00
Sign Illumination Equipment	All Required		1,200.00
Roadway Illumination Installation, Complete	All Required		3,500.00
	Subtotal		$54,000.00
Flagging (60% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$55,000.00
	10% Engr. & Cont.		5,500.00
	Total		$60,500.00

Length of Project - - - - 0.00 Mile

Retained in Program Status

Pavement Striping	All Required	$ 300.00
	Subtotal	$ 300.00
	10% Engr. & Cont.	30.00
	Total	$ 330.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Impact Attenuators	$60,500.00	$55,800.00	$4,700.00
Retained in Program	330.00	300.00	30.00
	$60,830.00	$56,100.00	$4,730.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%

Prefix: 626-1025

Contract No. 7348

Form A-166—5M

STATE COPY

6-11

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 1-18-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 3-2-71
~~Order No.~~ 2
FEDERAL HIGHWAY ADMINISTRATION

Project Name Col. River Hwy & Capitol Hwy Interchanges Date February 3, 1971

Highway Pacific Contract No. 7348 F. A. Project No. I-5-6(67) 296

County Multnomah Prefix 626-1025 Account No. 277-02

Description of Work To Be Done: Replace 4 existing mercury vapor luminaires with high pressure sodium units at southbound exit from I-5 to I-80N (Southbound exit to The Dalles).

Location by Station Numbers:

"L"	383+00	(400 watt)
"NE"	0 – 0+42	(250 watt)
"NE"	0+72	(250 watt)
"NE"	2+00	(250 watt)

Estimate of Quantities and Costs:

Material	$650.00
Labor	150.00
Equipment	100.00
Total	$900.00

Explanation: The majority of the collisions with the hydro cushion attenuator in this gore have been during the hours of darkness. Traffic Engineering feels that the proposed increase in illuminating will reduce the accident frequency at this location.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 63,318.50
Present estimate of project cost, including $ 900.00 for work under this order	$ 69,595.65
Expected ~~under-run~~ over-run (amount) . Over	$ 6,277.15
Expected ~~under-run~~ over-run (per cent) . Over	9.9%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Walter J. Hart, Construction Engineer or Bridge Engineer, Adm.

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Construction Other Engineer.

3-4-71

JAN 26 1971

I-5-6(67)276
7348

January 26, 1971

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Please disregard our letter to you of January 18, 1971, concerning the post-final payment. The amounts given in the letter were in error.

A post-final payment for $3,000 will be made to Coral Corporation on Contract No. 7348 for work on Columbia River Highway and Capitol Highway Interchanges on the Pacific Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $60,396.16 including the post-final payment. Of the total, $6,654.16 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
JAN 18 1971

I-5-6(47)276
7348

January 18, 1971

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $750 will be made to Coral Corporation on Contract No. 7348 for work on Columbia River Highway and Capitol Highway Interchanges on the Pacific Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $62,923.02 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wr

cc Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

bc Frank Morgan
Ivan Marchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

incorrect amounts - See letter of 1-26-71

RECEIVED
FEB 12 1971
FOR FILING

3-d
1-7-71

#1

I-5-6(67)296
7348

193

January 12, 1971

Goral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

Gentlemen:

The State Highway Commission at its meeting on January 7, 1971, granted your request for an additional 40 calendar days, without assessment of liquidated damages, to complete Contract No. 7348 for work on the Columbia River Highway and Capitol Highway Interchanges of the Pacific Highway in Multnomah County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc F. B. Morgan
V. E. Skoog
L. W. Hallion
Harry Oswald
Federal Highway Adm.

PHONE 656-0601
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 256
GLADSTONE, OREGON 97027

October 20, 1970

EXPLANATION TO CONTRACTORS REQUEST FOR INCREASE IN NUMBER OF WORKDAYS TO COMPLETE CONSTRUCTION CONTRACT #7348

1. Excessive Amount of Force Account Work Required:

The time on this contract was up August 6, 1970, and all contract work with the exception of Force Account items and electrical items were completed by August 12, 1970.

During the period prior to August 6, 1970, work was done on 5 separate Force Account items as follows.

F.A. #	No. of Days Involved	Man Hours	
1.	6	11	Flagging
2.	6	38	To make guardrail fit site. Install conduit where shown as exist but not there. Relocate junction boxes.
3.	5	46 1/2	Install inlet. None on original contract or shown on plans.
4.	5	40	Replace conduit. Not shown on plans and relocate.
5.	8	68	State redesign of barrell units.
	August 6, 1970, to September 15, 1970		
5.	15	240	State redesign of barrell units.
TOTAL	45	443 1/2	

Force Account #5 involved changes to the barrell units due to redesign by the O.S.H.D. Coral Corporation had a stop work order in effect from 5/14 until 6/16 when the O.S.H.D. finally arrived at a new design. This stop work order should have stayed in effect until 7/1/70, when the O.S.H.D. finally arrived at a method of payment for this work. At this time a meeting was held between the Contractor, Resident Engineer, and Mr. Ed Hardt of the O.S.H.D. The method of payment was resolved to be Force Account. Prior to this meeting a great deal of time, expense and effort was spent in trying to resolve both the design and method of payment. Finally, Coral went ahead on the original design for the Capitol Highway unit, and delivered to the jobsite on 6/29/70. At this time the unit as designed had to be set off to one side as all problems were not resolved, and the unit could not be set in place.

2. Failure of General Electric Supply Co. to Provide Material on Time:

Please refer to McCoy Electric Co. letter of October 9, 1970, which lists the cronological happenings in regard to material. Also these are supported by purchase orders, letters from suppliers, approved drawings, receiving tickets, etc. The prime source of delay was delivery of the six Lucalux fixtures which was beyond control of our subcontractor, McCoy Electric. These were installed on 9/8/70. From this time until 9/15/70, final date worked on the job, McCoy Electric was waiting for another PhotoCell as the original, approved PhotoCell, was not approved by the Resident Engineer, and a different PhotoCell had to be ordered, delivered and installed.

Conclusion:

It would seem that to ask for an additonal 40 days is not at all unreasonable when 45 days was spent doing Force Account work. Also it does not seem reasonable to penalize the Contractor, for extended deliveries from a legitimate supplier, for a specified product. If there are any questions regarding the above please advise.

Corially,

R. D. Laam

R. D. Laam
Vice President

RDL/pkh

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 7, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(67)296
Columbia River Hwy. and Capitol Hwy. Interchanges
Time Extension

For the reasons given in Mr. Johnson's December 3 letter I concur in the recommendation that a 40-day time extension be granted without the assessment of liquidated damages.

12-9
cy to Morgan

NOTED
TOM EDWARDS

RECEIVED
DEC 9 1970
BRIDGE DIVISION

RECEIVED
DEC 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 21 1970
FOR FILING

I-5-6(67)296
7348

December 21, 1970

Reliance Insurance Company
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On December 15, 1970, we wrote to you concerning release of final payment on Contract No. 7348 awarded to Coral Corporation for impact attenuators on the Columbia River Highway and Capitol Highway Interchanges of the Pacific Highway in Multnomah County.

Final payment on this contract is $2,956.09 and the total contract amount is $57,356.16 including $6,624.16 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fim

cc Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
L. W. Bulien

RECEIVED
DEC 15 1970
FOR FILING

I 5-6(1-7)296
7344

December 15, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 1
January 5, 1971 meeting

Gentlemen:

Coral Corporation, contractor for the construction of impact attenuators and illumination at the Columbia River Highway and Capital Highway Interchanges on the Pacific Highway in Multnomah County, Contract 7348, has requested that they be granted an additional 40 days to complete the contract work without assessment of liquidated damages. The contractor claims extra work involved in plan changes made after the award of the contract prevented them from completing the work on time.

Extra Work No. 5 (alterations to attenuators) and three other minor orders for extra work actually delayed the contractor's operations for a total of 40 calendar days.

I recommend that the contractor be granted an additional 40 calendar days which will waive all liquidated damages.

This is a federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the January 5 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards   I. D. Merchant   L. H. Young
A. E. Johnson   F. D. Morgan   L. W. Rulien
Victor D. Wolfe   V. E. Skoog
CAG:ag sr

RECEIVED
NOV 25 1970
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7348 Contractor Coral Corporation

Highway Pacific

Section Columbia River Hwy & Capitol Hwy Interchanges

Kind of Work Impact Attenuators

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted]or GRANTED. The reasons for such recommendation are as follows:

Additional work added to the contract ~~and delays in delivery of electrical material~~ caused the delay to the project. ~~Both of these were beyond the control of the Contractor~~.

Recommended for Approval:

Assistant Division Engineer

Ivan V Merchant
Construction ~~Engineer~~ or Bridge Engineer

A E Johnson
Assistant State Highway Engineer

Contract No. 7348
Project designation I-5-6(67)296 State-Federal
Date awarded March 30, 1970
Work started April 20, 1970
Per cent completed 100% Sept. 15, 1970 Date
No. of Workdays Allowed 85
No. of Workdays Used 125
No. of Added Workdays Requested 40

State Printing 27800

E—330 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 20, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 85 days to 125 days, within which to complete our Contract No. 7348, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Excessive amount of Force Account Work Required
2. Failure of General Electric Supply Company to provide material on time

* See attached explanation

Respectfully submitted,

CORAL CORPORATION
Contractor

By Robert D. Lamm

CONSENT OF SURETY

Date October 28, 1970

We, RELIANCE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Janet Heimbuck
Janet Heimbuck, Attorney-in-fact

(SEAL)

Ralph W. Fullerton
Resident Agent

RECEIVED
DEC 15 1970

FOR FILING

I-5-6(67)296
7348

December 15, 1970

Reliance Insurance Co.
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7348 awarded to Coral Corporation for work on the Columbia River Highway and Capitol Highway Interchanges of the Pacific Highway in Multnomah County was completed September 15, 1970, and accepted by the Highway Commission on December 14, 1970.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 22, 1970.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Kerr
R. L. Schroeder

RECEIVED
DEC 15 1970
FOR FILING

I-5-6(67)296
7348

December 14, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 15, 1970 on Contract No. 7348. The contract was with Caral Corporation and was for impact attenuators on the Columbia River Highway and Capitol Highway Interchanges Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 14, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. L. Schroeder

VG:fw

RECEIVED
DEC 4 - 1970

I-5-6(67)296
7348

December 3, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Columbia River Highway and
Capitol Highway Interchanges
FAP I-5-6(67)296
Contract No. 7348

The subject contract allotted 85 calendar days to complete the work which forecast a completion date of July 5, 1970. The work was actually completed September 15, 1970, with 125 calendar days charged. This is an excess of 40 calendar days.

The work was under a stop work order during the period May 14 to June 15, 1970 (32 calendar days) because the Highway Division was modifying the design of the impact attenuators to embody improvements developed in the design subsequent to the issuance of bidding plans. No calendar days were charged during the stop work order period.

Work involved in Order for Extra Work No. 3 (alterations to attenuators) and three other minor Orders for Extra Work delayed the contractor's operations for a total of 42 calendar days.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 40-day extension without the assessment of liquidated damages.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young

CAG:ag ms

11 - 23 - 70

NARRATIVE REPORT

Columbia River Highway and Capitol Highway Interchanges
Pacific Highway   Multnomah County
Contract No. 7348   FAP No. I-5-6(67)296

This contract was an experimental highway safety project and consisted of the installation of the following items:

1. Two Hi-dro cushion impact attenuator units; Location:
   - A. Pacific Highway Southbound at Columbia River Highway Exit.
   - B. Columbia River Highway Westbound at Junction with Pacific Highway.
2. Two 55-gallon steel drum impact attenuator units; Location:
   - C. Pacific Highway Northbound at Columbia River Highway Exit.
   - D. Pacific Highway Southbound at Capitol Highway Exit.
3. Six High Pressure Sodium Luminaires (Lucalox).
4. 857 feet of Type 2A Guard Rail.
5. A Cantilever Sign Structure with 32 foot long arm at Capitol Highway Exit.

The completion time limit was specified at 85 calendar work days.

This was the first contract awarded in the State for the installation of impact attenuators. The locations chosen for the installations are considered the most hazardous in the metropolitan area. The gores at Location C and D contain concrete bridge columns and are on a right curve. The sight distance is restricted at Location C by additional columns along the shoulder and at Location D by a 2:1 cut slope. The luminaire installation at Location C is intended to upgrade the illumination. The cantilever structure at Location D was used to relocate the breakpoint sign over the outside lane.

The project is classified as experimental because records will be kept of the accident frequency and maintenance costs at the four locations. The effectiveness of the attenuators has been proven by previous crash testing programs.

The Hi-Dro Cushion Cell Sandwich Units are a proprietary product of Energy Absorption Systems, Incorporated of Sacramento, California. They were originally designed by John Rich Enterprises. The units are intended for installation in front of parapet end posts in the gores of exits located on structures. The units come in various widths and lengths and are especially suitable for installation in small gore areas. They have a reputation for small maintenance costs and ease of restoration when impacted. The units called for in the plans were of the five bay design, intended to give an average deceleration of 8 g's to a 4,000 pound vehicle traveling 50 mph. The Cornell Aeronautical Laboratory lists 10 g's as the maximum tolerable deceleration for an occupant restrained by a lap belt. The unrestrained limit is 5 g's and the combined lap belt and shoulder harness limit is 25 g's. Each bay of the Hi-dro cushion attenuator contains 12 to 20 waterfilled tubes or flexible cartridges of various lengths. The cartridges are made of vinyl coated nylon. Calcium chloride is added to the water to prevent freezing. At the top of each tube is a cap with several holes designed to control the rate of water ejection upon impact. The tubes in each bay are separated into four equal rows by three ½" plywood intermediate diaphragms. Each bay is separated from the adjoining bay by a 1½" plywood diaphragm. At the front of each unit are three rows of vinyl cylinders, each containing a 24 inch long flexible cartridge. Overlapping 1¼", fiberglass coated, plywood fender panels or "fish scales" are attached to the main diaphragms. The fender panels and the two 7/8" diameter longitudinal restraining cables tend to redirect side impacts and protect the diaphragms and cartridges from damage.

The drum attenuator units are a development of the Texas Transportation Institution of Texas A & M University. The drum units are being continually modified and tested by both TTI and the Texas Highway Department. The units are intended for installation in exit gores on structures or in front of obstructions located in gores. The drum installations require more space than the Hi-dro cushions.

The units are composed of from 40 to 50 55-gallon tight head steel drums. Although most commercial barrels have 20 guage sides and 18 guage heads or ends, the barrels specified for this project had 20 guage sides and heads. A seven inch diameter hole is cut in the center of the head. This permits rapid escapement of air and facilitates buckling of the heads upon impact. The barrels are welded together at the rims using 5/8" diameter by 2" long steel rods. The barrels are banded together in groups to position for welding. Four 3/4" steel cables, attached to the concrete back-up wall and the anchor block at the front of the attenuator, hold the unit in place. The barrels are supported by reinforcing steel at 2 foot centers and 4" high chairs.

Bids were opened March 19, 1970. Low bidder was Coral Corporation with a bid of $54,000. This was 37% over the estimate. The second bidder was 4% higher. After approval of the BPR, the contract was awarded March 30, 1970. The 85 calendar work day count started April 11, 1970 and was expected to end July 4, 1970. Work started April 20, 1970 on the guard rail installation at Location C. In the middle of May, after the back-up wall was poured at Location C and before the anchor block was poured, the Maintenance Engineer requested that fender panels be installed on the steel drum units. He also requested that the anchor blocks be provided with two additional steel anchor loops two feet apart. A Stop Work Order was issued May 14, 1970 on the drum attenuator units. The drums were fabricated for Location C and the back-up wall poured. The contractor was instructed to finish the installation as planned, but not to start on Location D.

The exit at Location C is a lane drop and the gore has been striped in an "escape lane" configuration. As the sight distance is restricted in the area it was felt that the lack of striping could be a contributing factor to late lane changing. The stripe gore point was moved back to where there is four feet between the concrete lanes. The gore area was painted with standard chevrons and clear stimsonite reflectors placed at 10 foot centers inside both gore stripes. Random observation indicates that the lane changes have moved back farther from the gore obstruction.

During the Stop Work Order the contractor was prevented from working on the Hi-dro cells as the original shop drawings were returned to the contractor for correction on May 7, 1970. The second submittal was returned to the contractor on June 18, 1970 and the units delivered at the end of July with more cells shown on the approved drawings. Installation was completed August 11, 1970. During the term of the contract it appeared that no standard design had been fixed for the Hi-dro cell units. There is now available a catalog showing standard units of six lengths (5 to 10 bays) and 3 widths (3 ft., 5 ft. and 8 ft).

The two hi-dro cell units were installed on existing structures. It was necessary to remove the concrete nose and curb in the gore and build a five foot wide concrete back-up wall. Contrary to the plans, the top of the back-up wall was made parallel to the deck cross slope and the side wall normal instead of vertical. The area under the units was not leveled and only minor patching was required to obtain sufficient contact between the two $\frac{1}{4}$" by 4" slide straps and the deck. The manufacturers plans call for through bolting the front anchor plate to the deck. At Location A four of the holes were over a steel girder and "Kwik" bolts had to be used.

On May 18, 1970 the latest drum attenuator designs were received from the Texas Transportation Institution and a redesign was started. Overlapping 3/4" plywood panels 3 ft. high and 8 ft. long were designed for the rear half of the wedge shaped unit at Location C. As the fenders are to prevent pocketing and aid in redirection, the four cushion blocks were eliminated and the cables tightened as much as practical. 6 X 6 wood posts were used to transmit the load from the fenders to alternate barrels. As a single barrel is desireable in the front of the barrels for compact cars, it was necessary to add 2 rows of two barrels and one single barrel to clear the cable and get over or above the anchor block.

The unit at Location D was completely redesigned. Changes included added length, different back-up wall, barrels along side the back-up wall and column, fender panels, elimination of the cushion blocks, two skid posts to support cable angle and barrels bolted together instead of welded. The new design at Location D was submitted to the contractor for a quote. The contractor estimated the changes and additions to be worth $5,346. This estimate was considered to high and the contractor was directed to fabricate the barrels as shown on the plans. The Stop Work Order was lifted June 16, 1970. The workdays would then be up August 6, 1970. The back-up wall called for in the plans was shortened slightly and turned 90 degrees. This installation was redesigned again to utilize as much of the plan material as possible. An Extra Work Order was written to cover all the additional work required at Location D and the addition of fender panels at Location C which was not in the contractor's estimate. All contract attenuator work was completed August 11, 1970 and the extra work September 4, 1970.

The project was completed September 15, 1970 with the installation of the photo-electric control for the luminaire revision. The plans called for 6 new 275 watt high pressure sodium luminaires. It was discovered that the specified fixture is obsolete and no longer available. Final approval of manufacturers proposal to substitute 250 watt fixtures was not received by the contractor till two months after the project was awarded and delivery not made until September 3, 1970. The photo-electric brochure submitted for approval was intended only for the photo cell. However, the check mark in the "Approved Without Change" square on the contractor's copy indicated approval of a wood pole mounting bracket. This was responsible for the final weeks delay as the plans called for the photo cell to be installed atop a steel pole.

Mention should be made of the extreme danger inherent in working in gore areas and the psychological strain to workmen. Adequate signing and barricades must be provided for maintenance and construction. There is no other area as hazardous as the gore where a lane drops or splits. Although there are instructions not to park in gore areas, a truck with a high roto beam should be parked in the gore between the traffic and the work to shield the workmen if there is sufficient clearance.

Harry W. Oswald

Harry W. Oswald
Resident Engineer

I-5-6(67)296
7348

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Columbia River Hwy & Capitol Hwy Interchanges		WEEK ENDING: September 19, 1970
		SECTION PREFIX: 626-1025
	HIGHWAY: Pacific	COUNTY: Multnomah
NAME OF JOB: Columbia River Hwy & Capitol Hwy Interchanges	KIND OF WORK: Impact Attenuators	
CONTRACTOR: Coral Corporation	CONTRACT NUMBER: 7348	FEDERAL AID PROJECT NUMBER: I-5-6(67)296
DATE OF CONTRACT: March 30, 1970	DATE WORK STARTED: April 20, 1970	ESTIMATED COMPLETION DATE: Sept. 15, 1970 (COMPLETE)
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	WORK SPECIFIED CALENDAR DAYS 85	WORK CALENDAR DAYS USED 125
PROJECT AUTHORIZATION: $ 63,318.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 147.1
EXCLUSIVE OF ENGINEERING: $ 57,788.50	ENGINEERING AUTHORIZATION $ 5,530.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 61,220.00	ENGINEERING COST TO DATE $ 8,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 105
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ OVERRUN 5.47 %	PERCENT OF AUTHORIZATION 144.7%	DATE PROJECT WAS COMPLETED: September 15, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1-½ Ton Pickup and 1-Ladder Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Temp. Prot.	Imp.Atten Hi-Dro	Imp.Atten Steel	Guard Rail	Sign Ftg.	Cant. Sign	SignIllum Equip.	Rdwy Illum.Rev.
PERCENT	100	100	100	100	100	100	100	.100

	Calendar WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	1		
MONDAY	Fair	1		
TUESDAY	Fair	1		
WEDNESDAY	Fair	0		
THURSDAY	Cloudy	0		
FRIDAY	Cloudy	0		
SATURDAY				

Routing
Morgan
Bond
Walker
Johnson
Pease
Glenn
Gallagher
Stein

RECEIVED
SEP 21 1970
CONSTRUCTION DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Sept. 13 SUNDAY	No activity.
Sept. 14 MONDAY	Electricians began installing new photo-electric relay.
Sept. 15 TUESDAY	Electricians completed installing new photo-electric relay for Lucalox Control Circuit on light pole at "SE" 15+46 Rt. COMPLETED PROJECT
Sept. 16 WEDNESDAY	No activity.
Sept. 17 THURSDAY	No activity.
Sept. 18 FRIDAY	Conducted Final Inspection.
Sept. 19 SATURDAY	No activity.

REMARKS

The project was completed on September 15, 1970 and the final inspection was made on September 18, 1970.

It is anticipated that the semi-final estimate will be submitted within 2 weeks.

Visitors: A. A. Rear, 9/18.
E. L. Hardt, 9/18.

SIGNED Harry W. Oswald LOCATION Portland, Oregon
Harry W. Oswald, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED 15
SEP 30 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 17, 1970

I-5-6(67)296

7348

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7348
Prefix 626-1025
FAP I-5-6(67)296

Dear Sir:

All work under Contract No. 7348, Columbia River Highway and Capitol Highway Interchanges Section of the Pacific Highway in Multnomah County, was completed on September 15, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Federal Highway Administration
Oregon Division Office Endorsement Date 9-23-70

Conditions noted on above date:

None

for Walach
R. E. Simpson
Division Engineer

NOTED
TOM EDWARDS

copy to Morgan
9-29-70

VG:fw

cc R. L. Porter
F. D. Morgan

RECEIVED
SEP 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—5M

I-5-6(67)296
73+18

STATE COPY G-11P

APPROVED EFFECTIVE DATE 5-21-70
Contingent upon modification of project agreement if additional funds are required
BY
Engineering Coordinator

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Columbia River Hwy & Capitol Hwy Interchanges

DATE 7-21-70

Date: June 22, 1970

U. S. BUREAU OF PUBLIC ROADS

Highway: Pacific

Contract No. 7348

County: Multnomah

Prefix: 26-1025

Contractor: Coral Corporation

F. A. Project No. I-5-6(67)296

Address: P.O. Box 258 Gladstone, Oregon 97207

Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Add fender panels to drum attenuator units. Add 18 barrels. Attach barrels to sides of back-up walls. Revise cable anchorage system.

1. Maximum equipment rental rates allowable as per A.G.C. Agreement.
2. Percentage allowed contractor is in accordance with executed contract.

Tentative approval obtained from BPR June 2, 1970
ThissWork Has Not Started

Location by station numbers:

341+25 — Capitol Hwy Interchange
418+50 — Columbia River Hwy Interchange

Estimate of quantities and cost:

Labor	$ 2200.00
Equipment	550.00
Materials	1250.00
TOTAL	$ 4,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additions and revisions are being made to incorporate latest design features obtained from Texas Transportation Institute.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $ 63,318.50

Present estimate of project cost, including $ 4,000.00 for work under this order $ 66,780.00

Expected under-run / over-run amount OVER . . . . . $ 3,461.50

Expected under-run / over-run per cent OVER . . . . . 5.47 %

Space to right of this line is for use of Salem Office

NOTED
TOM EDWARDS

Submitted by:
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
~~Assistant~~ Division Engineer

Approved:
7-23-70
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer.

SP*92377-731

RECEIVED
JUN 12 1970
FOR FILING

I-5-6(67)296
7348

Cross Referenced To:
Maint
Traffic
Rd Mks.
Col. R (H)

June 8, 1970

8466

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Your File 08-35-DA
Re: Columbia River Highway and
Capitol Highway Interchange
I-5-6(67)296

Dear Sir:

A careful analysis has been made of the signing approaching the gore point which separates traffic northbound and southbound to I-5 when coming west on the Banfield. There are seven sets of signs, all overhead, to properly channelize the traffic into the appropriate lanes while approaching this gore.

At the time this facility was opened, a somewhat less comprehensive signing plan was in effect. We had numerous and violent complaints from the public and immediately changed the signs. Since that time, yours is the only complaint we have received.

In our computer program this point does not read in the first 500 priorities for correction over the period from January, 1964 through December, 1968. It does register in the year 1969, ranking only 341.

In view of these facts, I am somewhat reluctant to make any change in the signing at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:je

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 1, 1970

SUBJECT: Guide Signing
W. End Banfield Freeway

TE 84~~4~~6
6

To: Tom Edwards
Asst. Highway Engineer
BUILDING

Bob Simpson suggested that we review the signing at the junction of I-80N and I-5, westbound.

There is attached a copy of a report from the Metropolitan office recommending the removal of two destinations from the existing signs. The removal of these two destinations in effect eliminates two locations that might be the source of some confusion. If these destinations are removed from the existing signs, another set of signs further south in advance of the Marquam Bridge-Morrison Bridge split would have to be installed to act as advance signing for this gore point.

Knowing the past history on these signs and the fact that we have worked very closely with local authorities and civic organizations, I would recommend that no changes be made and that the signs remain as they exist.

There is attached a Suggested-Draft to Mr. Simpson to this effect.

L. E. George

L. E. George
Traffic Operations Engineer

LEG:njc
Attachments

RECEIVED
JUN 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

MAY 22 1970
TRAFFIC ENGI

Portland, Oregon 97213
May 21, 1970

SUBJECT: Guide Signing
West End of Banfield Freeway
TE 84~~4~~6
6

To: Mr. L. E. George
Assistant Traffic Engineer
State Highway Building
Salem

Your letter of May 15, requested that the traffic operations and in particular the signing at the west end of the Banfield Freeway be investigated. At the present time there are four sign assemblies in advance of the subject gore, each with three signs. Each sign carries two destinations making a total of six destinations. See attached sketch for details.

At the gore itself, there are four signs, each carrying two destinations for a total of eight.

The addition of two destinations at the gore could be the cause of driver confusion in this area. To eliminate this possible source of confusion the two "new" destinations should be removed.

Since the two signs in question (four destinations) are in effect the advance signing for the next gore (Marquam Bridge or Morrison Bridge), if the offending destinations of BEAVERTON and MORRISON BR. are removed, another set of signs in advance of the second gore, would have to be placed for proper lane designation. We are presently working up an attenuator—safety contract for the Portland Freeways and the addition of this signing very likely could be accomplished in this proposed contract.

Please advise if further information is desired.

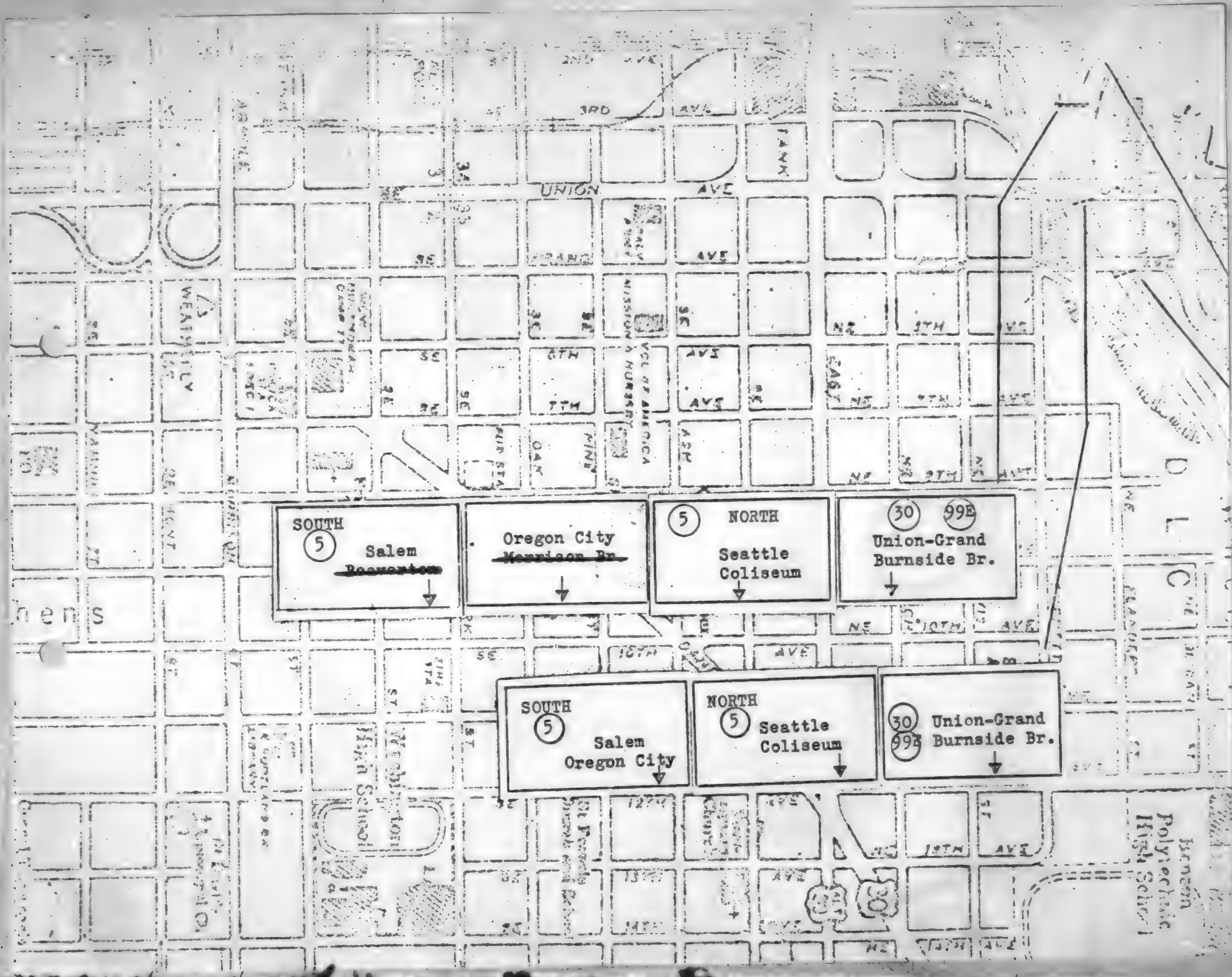
A. E. Johnson
Metropolitan Engineer

By:
Edward L. Hardt
Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Enc

SP*52675-734


SOUTH
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Oregon City
~~Morrison Br.~~
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GRAND AVE
3RD
2ND AVE
EAST
OAK
PINE
ASH
WEATHERLY
VCL OF AMERICA MISSION & NURSERY
Washington High School
Benson Polytechnic High School
30

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 11, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

cc Klaboe
Edwards

SUBJECT: Oregon Project I-5-6(67)296
Columbia River Hwy. and Capitol Hwy. Interchanges
Traffic Operations Review

During travel in the area it has been observed that considerable driver confusion or uncertainly is apparent for westbound traffic at the westbound Banfield - I-5 major fork. Last minute lane changes and similar unsafe acts occur frequently.

In conjunction with the impact attenuation project, it is suggested that you examine traffic operations in the vicinity to determine the nature of the problem and possible means of improvement. The introduction of new sign information at the major decision point may be a major contributing factor in the erratic operation.

Bud RD
cc Edw

RECEIVED
MAY 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] 1 [illegible] 1970
TRAFFIC [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

STATE COPY

G-1P

APPROVED EFFECTIVE DATE 6 [illegible] 70
contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 6-1-70
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No.

Project Name Col. River Hwy & Capitol Hwy Interchanges Date May 14, 1970

Highway Pacific Contract No. 7348 F. A. Project No. I-5-6(67) 296

County Multnomah Prefix 626-1025 Account No. 278-01

Description of Work To Be Done: Restripe gore areas.

This work has not started.

Location by Station Numbers: As required.

Estimate of Quantities and Costs:

Labor	$200.00
Equipment	150.00
Materials	50.00
Total	$400.00

Explanation: This work to be performed by state striping crews on the basis of actual cost.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 63,318.50	
Present estimate of project cost, including $ 400.00 for work under this order	$ 62,280.00	
Expected under-run over-run (amount) . . UNDER	$ 1,038.50	
Expected under-run over-run (per cent) . UNDER	1.64%	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Assistant Division Engineer

Approval Recommended: ~~Construction Engineer or~~ Bridge Engineer

Approved: for ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Acting Construction ~~Office~~ Engineer.

State Printing

I-5-6(67)296

C

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7348

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
TITLE
DATE 6-2-70
U.S. BUREAU OF PUBLIC ROADS

Project Name Col. River Hwy & Capitol Hwy Interchanges ✓

Date May 1970

Highway Pacific ✓

Contract No. 7348 ✓

County Multnomah ✓

Prefix 626-1025 ✓

Contractor Coral Corporation ✓

F. A. Project No. I-5-6(67)296 ✓

Address P.O. Box 258, Gladstone, Oregon 97207 ✓

Order No. 4 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Adjust electrical conduit, junction boxes, and roadway illumination wires.

1. Maximum equipment rental rates allowable as per A.G.C. Agreement.
2. Percentage allowed contractor is in accordance with the executed contract.

Tentative approval obtained from BPR May 15, 1970.

This work has not started.

Location by station numbers:

"ES" 19+17.50 to "EN" 19+22.97
"L3" 40+50 to "L3" 41+00 (Capitol Hwy Int.)

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$200.00
Equipment	100.00
Materials	200.00
Total	$500.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is not indicated in plans or special provisions, but is required because of concrete island removal.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization		$ 63,318.50 ✓
Present estimate of project cost, including $ 500.00 ✓ for work under this order		$ 62,780.00
Expected under-run / over-run amount	UNDER	$ 538.50
Expected under-run / over-run per cent	UNDER	0.85%

Space to right of this line is for use of Salem Office

Ref'd to Morgan 6-3-70

Submitted by: Henry W. [illegible]
Resident Engineer

Approval Recommended: Alfred A. [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: Edward [illegible]
Division Engineer

Approved: [illegible]
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Other Engineer.

Asbro Construction

SP*23077-734

Form [illegible]

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(67)296
7-4

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of pro-
[illegible]t agreement if additional funds are
required
BY Dist. Engineer
TITLE
DATE 5-21-70
U. S. BUREAU OF PUBLIC ROADS

Project Name Columbia River Hwy & Capitol Hwy Interchanges ✓	Date May 11, 19 70
Highway Pacific ✓	Contract No. 7348 ✓
County Multnomah ✓	Prefix 626-1025 ✓
Contractor Coral Corporation ✓	F. A. Project No. I-5-6(67)296 ✓
Address P.O. Box 258, Gladstone, Oregon 97207 ✓	Order No. 3 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install Type G Inlet and 35 feet of C.M.P.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract for this project.

Tentative approval obtained from BPR on May 11, 1970.

This work has not started.

NOTED
F. B. KLABOE

Location by station numbers:

LN 418+28 to 418+63

Estimate of quantities and cost:

Labor	$350.00
Equipment	100.00
Materials	200.00
Total	$650.00 ✓

RECEIVED
MAY 13 1970
BRIDGE DIVISION

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Elimination of the 2" A.C. raised island under the drum attenuator has altered the drainage. Inlet at backup wall is now required to prevent runoff from crossing exit ramp.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 63,318.50 ✓	✓
Present estimate of project cost, including $ 650.00 ✓ for work under this order	$ 62,180.00	
Expected under-run ~~over-run~~ amount UNDER . . .	$ 1,138.50	
Expected under-run ~~over-run~~ per cent UNDER . . .	1.80%	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Edward [illegible] Division Engineer

Approved: Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~

[illegible]23877-731

Ref to Morgan 5-22-70

I-5-6(67)276

RECEIVED
MAY 14 1970
73 48
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

6-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 5-12-70
U.S. BUREAU OF PUBLIC ROADS

C

Project Name Columbia River Hwy & Capitol Hwy Interchange
Date 19 70

Highway Pacific
Contract No. 7348

County Multnomah
Prefix 626-1025

Contractor Coral Corporation
F. A. Project No. I-5-6(67)276

Address P.O. Box 258, Gladstone, Oregon 97027
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install 1¼" Electrical Conduit.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract for this project.

Tentative approval obtained from BPR on April 29, 1970.

This work has not started.

Location by station numbers:

"SE" 17+45 to "SE" 21+18

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$500.00
Equipment	100.00
Materials	100.00
TOTAL	$700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Plan Drawing No. 26129 indicates conduit "existing" in this area but in fact conduit does not exist. Conduit required for new circuit to be installed as part of Item No. 8 - Roadway Illumination Revision, complete.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$63,318.50	
Present estimate of project cost, including $700.00 for work under this order	$61,530.00	
Expected under-run amount	$1,788.50	
Expected under-run per cent	2.82%	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved:

5-14-70

SP*6291-734

RECEIVED
MAY 4 - 1970

FORM 2-90 (REV. 10-69)
FOR FILING

I-5-6(67)246
7348

c

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 29, 1970

SUBJECT: Columbia River Highway &
Capitol Highway Interchanges
Contract No. 7348

To: Mr. Harry W. Oswald
Resident Engineer
OFFICE

It is Mr. Edward's desire to eliminate the 2-inch raised asphaltic island which the plans for the subject project show to be placed in front of the steel drum attenuators. The roadway directly in front of these drums should be as flat as possible in order that an impacting vehicle strike the drums at the proper angle and elevation.

Also, it is his instruction that no guardrail or concrete safety wall be constructed at the Capitol Highway Interchange under this contract.

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

EIH:pb

cc: Tom Edwards
Ivan Merchant

NOTED
TOM EDWARDS

RECEIVED
APR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82475-794

RECEIVED
JUN 2 - 1970

I-5-6(68)296
7348

Bid
Mar 19

March 31, 1970

Coral Corporation
135 East Hereford Street
Gladstone, Oregon 97027

Gentlemen:

The State Highway Commission on March 24, 1970, accepted your proposal for impact attenuators on the Columbia River Highway and Capitol Highway Interchanges on the Pacific Highway in Multnomah County for the sum of $54,000.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval has been received and the State Highway Engineer on March 30, 1970, awarded you the project, which has been assigned Contract No. 7348.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 11, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
A. E. Johnson
Harry Oswald

RECEIVED
MAR 10 1970
FOR FILING

3-5-70

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

TO: Mr. Forrest Cooper State Highway Engineer Salem, Oregon I-5-6(67) 7348 Klaboe	PROJECT: I-5-6(67)296
	SECTION: Columbia River Highway & Capitol Hwy. Interchanges
	WORK : Impact Attenuators
	COUNTY : Multnomah

FROM:	DATE PS&E APPROVED	DATE AUTHORIZED
Mr. R. E. Simpson Division Engineer Salem, Oregon	February 25, 1970	February 25, 1970

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). After award concurrence you are authorized to proceed with Contractor's flagging in amount of $7,000 as shown in your Estimate.

REMARKS AND LIMITS OF AUTHORITY:

Mr. Young's February 20, 1970 request and certifying statements are accepted.

PS&E documents for the project have been reviewed and are approved.

The 1970 edition of the "Standard Specifications for Highway Construction" is approved for use on this project.

A signed copy of the Title Sheet is returned herewith.

OFFICE USE
3-10-70
Young
w/encl.

NOTED
F. B. KLABOE

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-5-70	R. E. Simpson	Division Engineer

RECEIVED
APR 9 - 1970

FOR FILING

I-5-6(67)296
1248

January 23, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Location/Design Approval
I-5 Columbia River Hwy. and
S.W. Capitol Highway Interchanges
Project I-5-6(67)296
Multnomah County

Dear Sir:

We hereby request your approval of the location/design criteria, as described hereinafter, for the subject project.

a. Locations:

Columbia River Highway Interchange Gore Areas:

1. Southbound lane I-5 and "NE" line ramp to eastbound Columbia River Highway.

2. "EN" and "ES" ramps for westbound Columbia River Highway to northbound and southbound I-5.

3. Northbound lane I-5 and "SE" line ramp to Columbia River Highway eastbound.

4. Southbound lane I-5 and ramp to S.W. Capitol Hwy. and Taylors Ferry Road.

b. Design Criteria:

The design consists of installation of approximately 38 to 40 55-gallon steel barrels banded, bolted and anchored together to provide an impact attenuator at each of the above gore areas. A copy of the preliminary design, estimated cost and the accident analysis diagram for each location.

A public hearing is not required for this project under the provisions of paragraph 6c of PPM 20-8.

The proposed project is in response to Mr. Simpson's letter of October 7, 1969, subject "Steel Drum Impact Attenuators."

The Highway Division has considered the social, economic and environmental effects of the proposed project.

The description of the location/design for which we are requesting your approval is being published in the appropriate news media as required by PPM 20-8. A copy of the publication request to the news media is enclosed.

It is our present intention to receive bids for this project on March 12, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Encls.

cc: Forrest Cooper
R. L. Porter
L. H. Young
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

RNC:ia

WORK PLAN FOR STEEL DRUM IMPACT ATTENUATOR INSTALLATIONS

1. The objective - These installations will be made as a safety feature at the gore areas indicated on the attached preliminary plans. A close study of these installations will be made to evaluate their effectiveness.

2. Reference to supporting research - Research Report No. 146-1, Vehicle Impact Attenuation by Modular Crash Cushion, developed by the Texas Transportation Institute.

3. Plan of study and evaluation - A study will be made each time an accident occurs at these installations. Pictures will be taken, damage estimated and a written report will be forwarded through highway channels to the Bureau of Public Roads. Police agencies in the area will be notified that these installations are under study and their cooperation will be requested in calling all accidents to our attention. An attempt will be made to estimate what the results of the accident might have been if the attenuators were not there.

4. Frequency of inspection and reporting (both during and after construction) - Visual inspection will be made periodically by maintenance crews in the area. Detailed inspections will be made after each accident. Reports will be sent to the Bureau of Public Roads as the accidents occur.

5. Method of construction - By contract through competitive bidding.

6. Materials to be used - Fifty gallon metal barrels bolted together and bound by metal straps. The device is anchored to the pavement by a steel cable. The barrels will be painted with aluminum paint.

7. Estimated cost of the experimental feature for materials, construction and special equipment. See attached estimate.

8. Attachments: Preliminary Plans
   Estimate
   Accident Analysis Reports

9. Estimated time required to complete evaluation - A one year study and evaluation period will be established.

RECEIVED
JAN 19 1970
PROGRAM & PLANNING
DIVISION

RECEIVED
APR 1 - 1970
FOR FILING

I-5-6(67)296
7348

March 31, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of March 30, 1970, is requested in the award of contract for the Columbia River Hwy. and Capitol Hwy. Intchges. Section, Project No. I-5-6(67)296.

The contractor receiving the award is Coral Corporation, in the amount of $54,000.00, with Contract No. 7348 assigned. This bid was received on March 19, 1970, and awarded March 30, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

Bureau of Public Rds.' Endorsement

Date______________________________
I concur in the award.

R. E. Simpson
Division Engineer

P

RECEIVED
FEB 26 1970

FOR FILING

I-5-6(67)296
7348

February 25, 1970

8228

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Your File: 08-35.6
Oregon Project I-5-6(67)296
Impact Attenuation Devices

Dear Sir:

Your memorandum dated February 13 had four comments regarding the subject project. These comments will be answered in the same order as listed in the February 13 memorandum.

1. Details submitted to you indicated the barrels to be bolted together only. An alternate method of fastening the barrels together will permit the contractor to insert a mild steel bar filler and weld the barrels together.

2. Details submitted to you indicated the anchor cables passing through some of the individual barrels in the length of cable which was on a slope down to the forward anchor block. The cable trajectory has been revised to eliminate the cable passing through any barrels where the cable is on a slope. It is necessary to pass the cable through the barrels in the back part of the installation; however, at this point the cable trajectory is level and will not result in any climbing effect by the barrels due to slope in the cable.

3. The U-shaped cable anchor into the front anchor block is fabricated from 1¼-inch round bar and is shown in a vertical position in order to get proper anchorage into the anchor block concrete. It is not possible to place the anchor in line with the slope of the cable and have proper anchorage into the concrete anchor block.

4. No plywood divider panels are indicated in the two barrel installation projects. It is noted that the Washington office of the Bureau of Public Roads did not indicate plywood dividers in their sample details and the Texas Transportation Institute or the State of Texas have not used plywood dividers in their installation to our knowledge. For this reason, it is believed that no plywood dividers should be used on the present installation.

Revised details covering Items 1 and 2 above will be sent you in the very near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

IDM:jf ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: February 13, 1970

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

by Hatchell

SUBJECT: Oregon Project I 5-6(67)296
Impact Attenuation Devices

Mr. Merchant's February 4 letter transmitted advance plans for this project. As a result of our review we have the following comments:

1. The bolting of the barrels is considered acceptable. It is noted, however, that California, which tested bolted installations with good results is contemplating using welded connections in their contract work.

2. The details for this project show the anchor cables passing through some of the individual barrels. While this method of passing the cable through the unit may be satisfactory, we have no knowledge of it having been tested. This matter was discussed with California researchers and they expressed concern that the barrels might ride up on the cables resulting in a different response from the unit.

3. The U-shaped cable anchor in the front anchor block is shown in a vertical position. We suggest that the anchor be placed on a slope matching the cable ends so the anchor stresses would be primarily tension rather than shear and bending.

4. Mr. Beaton of California discussed their testing of barrel impact devices at the recent Northwest Roads and Streets Conference. He indicated that plywood divider panels were used in their test units with good results. You may wish to check further on this.

Merchant - RS
cc Edw.

RECEIVED
FEB 17 1970
BRIDGE DIVISION

RECEIVED
FEB 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. FOSTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 26 1970

FORM 2-30 (12-67)
FOR FILING

I-5-6(67) 39½
7341

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
February 10, 1970

SUBJECT: Impact Attenuator Installations
Capitol Hwy. and Interstate 5

To: Mr. Tom Edwards
Assistant State Highway Engineer
Salem

This office is in the process of studying the plans for the proposed impact attenuators to be installed at the Banfield Interchange and at the Capitol Highway off-ramp southbound on Interstate 5.

Of the four locations, there are two that we feel have physical defects which have contributed to fatal accidents. The gore points at the northbound I-5 off-ramp to the Banfield and the off-ramp southbound on I-5 to Capitol Highway have both been the location of several accidents, as well as fatals. At the off-ramp to the Banfield one fatal involved a collision with the gore column (marked "Column A" on the enclosed sketch), which would have been prevented possibly by the proposed attenuators. A second fatal occurred when a car entering the off-ramp struck the guard rail on the easterly side of the off-ramp, which guard rail was not constructed at the face of the curb, and thereupon veered to the westerly side of the roadway and struck Column B, resulting in a fatal. We have also determined that lighting conditions at this off-ramp are extremely poor and therefore will recommend that:

1. The guard rail on the easterly side of the off-ramp be moved to the face of the curb and tied in to the retaining wall just northerly of Column B.
2. That the guard rail proposed on the westerly side of the off-ramp for a distance of 62½ feet be extended past Column B and mounted to the retaining wall located as shown on the attached sketch.
3. The lighting of the gore area be improved.

At the Capitol Highway off-ramp there have been two fatals recently—one in January of 1970, and one in September of 1969. Mr. Ronald Failmezger, Division I Traffic Engineer, recently submitted an investigation report of the latter accident and indicated that the exit sign for this off-ramp is located, post-mounted, in such a location that it is only seen for a limited time prior to the off-ramp. From personal use of this off-ramp during the past winter I have observed that this is true, and

NOTED
TOM EDWARDS

I feel that the greatest improvement that can be done to this off-ramp is by improved signing to make the signing visible prior to arriving at the exit point and that the cantilevered post recommended by Mr. Failmesger should be of high priority.

It is requested that you consider the items proposed for these two gore points, as we have spent considerable time in analyzing them and feel that the improvement of these two gores will materially reduce accident rates and possibly fatalities.

We have talked with Mr. Glenn Hossner of BPR, who has indicated that all of the work proposed would be eligible for Interstate participation under this project.

AE Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:lh
Enc
cc: Ivan Merchant
L. W. Rulien

RECEIVED
FEB 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

2-3-70

TRANSACTION NUMBER 2-14

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 2-3-70
BY (Signature): MR. YOUNG'S JANUARY 26, 1970 LETTER
TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 600 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
600	I-5-6(67)296	0.0	28,000	25,700	I-5 AT BANFIELD FREEWAY INTERCHANGE & I-5 AT CAPITAL HIGHWAY INTERCHANGE	INSTALLATION OF STEEL DRUM - ATTENUATORS

REMARKS (Division)

I-5-6(67)296
7348

Young 2-6-70
Alb

RECEIVED
FEB 9 1970

RECEIVED
FEB 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-3-70	R. E. Simpson R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-95

RECEIVED
FEB 5 - 1970
FOR FILE

I-5 6(67)296
7341

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 30, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(67)296
I-5 Columbia River Highway and
SW. Capitol Highway Interchanges
Impact Attenuation Devices

Klaboe

The location/design criteria submitted with Mr. Klaboe's January 23 letter covering the proposed impact attenuation devices at the subject locations have been reviewed and are considered generally satisfactory. It is assumed that all required additional details will be incorporated into the final plans and submitted for our review and approval prior to advertising for bids.

It is noted that the installation at the northbound I-5 and SE line ramp location includes approximately 62.5 feet of guardrail. It is recommended that consideration be given to connecting the rail to the concrete backup wall.

2-4-70

REFERRED TO Young Barber
BY ASST. STATE HWY. ENGR. Merchant

RECEIVED
FEB 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID

(PP

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (*45 typewriter spaces*) I-5 Mile Point X049 & M.P. 6.37 (Portland) 21 65	**ADT**	PRESENT 46,800	FUTURE 59,400 (66) (70)	(71)

CARD 3	CHARACTER OF PROPOSED WORK (*35 typewriter spaces*) Steel Drum Impact Attenuators 25 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	FL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Mul
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. 1 | FEDERAL-A I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (*Full description*)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-5 at the Columbia Riv. Hwy. Int. (Banfield Int.), Mile Point X0.49 & at the Capitol Hwy. Int., Mile Point 6.37 in the City of Portland (Columbia River Hwy. & Capitol Hwy. Interchanges)			
5					**ROW**					
5					**CONST** (CODE) Experimental Project Y-101			0.0	28,000	25,700

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	28,000	25,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

7348

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
land)	**ADT**	46,800	59,400	89	08	Oregon	35	042	600

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
	—				I-	5-6	(67)	296	

COUNTY NAME: Multnomah CODE: 051

ROUTE NO. I FEDERAL-AID: I-5 STATE: U.S.: I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Installation of Steel Drum Impact Attenuators at three gore areas in the Columbia River Hwy. Int. (Banfield Int.) & one gore area in the Capitol Hwy. Interchange. ROW - 200' normal; Access Control - Full; Parking Restrictions-Complete.
0.0	28,000	25,700	2,300		
0.0	28,000	25,700	2,300		

REMARKS

Additional Data: Items 34-A, 34-C, 34-D and 34-G, Projects I-5-6(17), I-5-6(15), and I-5-6(16) and I-5-6(22). Also Items I-19, I-29 and I-115, Projects I-5-6(3)296, I-5-6(4)295 and I-5-6(13)295. (over)

USCOMM DUSCOMM-DC 48808-P61

Remarks Continued:

This project is programmed under the provisions of PPM 20-6.3 as a "Category 2 Experimental Highway Construction" and the suggestion of the Bureau of Public Roads in letter of October 7, 1969.

The project consists of the modification on I-5 of three gore areas in the Columbia River Highway Interchange (Banfield Interchange) structure complex and one gore area at the Capitol Highway Interchange with the construction in each gore area of a "Steel Drum Impact Attenuator" which consists of approximately 39 steel drums.

The gore areas were selected on the basis of space available without major structure revision to accomodate the impact attenuators as well as accident statistics and potential hazards. The following tabulation gives the location, number of accidents, fatalities and estimated cost of installation for each gore area.

Location	No. of Accidents	Fatalities	Est. Cost
1. The southbound lane I-5 and the "NE" line ramp to Columbia Riv. Hwy. eastbound.	5	2	$8,100
2. The "EN" line ramp and the "ES" line ramp from Columbia Riv. Hwy. westbound to northbound & southbound lanes of I-5.	5	1	5,100
3. The northbound lane I-5 and the "SE" line ramp to Columbia Riv. Hwy. eastbound.	4	0	5,000
4. The southbound lane I-5 and the ramp to S.W. Capitol Hwy. & Taylors Ferry Rd.	0	0	5,000

The purpose of this project is to provide for the transaction of research findings such as Research Report No. 146-1 to a field application where service behavior can be observed under actual operating conditions.

Public hearing is not required under paragraph 6c of PPM 20-8.

System action, airports, water development, railroads, recreation areas etc. - none involved.

Review by CRAG not required under the provisions of paragraphs 5(b)(1) and 5(b)(2) of IM 21-12-67.

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DEC
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Form FHWA-121 (2-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-5-6 (67) 296

7348

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: December 15, 1969

In reply refer to: 08-35.6/500

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Barrel Type Impact Attenuation Devices

In view of your interest in "Barrel Type" protection at structure gore points as explained in Mr. Edwards' December 10 letter we are forwarding three different drawings for your review.

These drawings were prepared by our Washington office for use in the Washington, D. C. area. We hope they will be of some assistance in your review of problem areas.

Enclosure

Drawings & copy ltr to Merchant 12-19-69

RECEIVED
DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 10 1969

FOR FILING

I-5 6(67) 376
7348

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1969

SUBJECT: Steel Drum Impact Attenuators

To: Mr. I. D. Merchant
Bridge Engineer
BUILDING

The Bureau of Public Roads has suggested that we install some Steel Drum Impact Attenuators on some project in the near future. The design for this device is outlined in "Research Report No. 146-1, Vehicle Impact Attenuation by Modular Crash Cushion" developed by the Texas Transportation Institute. Their proposal has been reviewed by Mr. Klaboe and he has instructed that we prepare a contract for such an installation for the January 29, 1970, bid letting.

The area selected for this project is at the East Bank Freeway-Banfield Freeway Interchange in Portland. One installation will be at the gore point at the south bound East Bank Freeway off-ramp to the Banfield Freeway. The estimate for this installation is $8,100. The second installation on this project will be where the west bound lanes on the Banfield Freeway split to north and south on the East Bank Freeway. The estimate for this installation is $5,100.

These installations will require a modification to the existing bridge in the gore areas. Preliminary data for these installations was delivered to your office by Mr. Frank Terpin, Final Design Engineer. Please take the necessary action to prepare the plan for the alteration to the structures in these gore areas. As time is of the essence for preparing this work for contracting your early attention to this matter is desired.

D J Barbee
D. J. Barbee
Design Engineer

NOTED
TOM EDWARDS

DLT:ak

cc: Mr. F. B. Klaboe
Mr. Tom Edwards ✓
Mr. A. E. Johnson
Mr. L. W. Rulien

RECEIVED
DEC 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 11 1969
FOR FILING

I-5-6(67)296
7348

December 10, 1969

8049

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 306
Salem, Oregon 97308

library

Re: Your File 08-35.6/500
Impact Attenuation Devices

Dear Sir:

Reply is made to your letter of December 4 concerning impact attenuation devices at gore points.

We had taken previous decision to install two such devices -- one, at the southbound I-5 ramp access to the Banfield and one at the northbound entrance from the Banfield to I-5. We had proposed Texas barrels for each of these installations.

Inspection of the bridge plans indicates that at the southbound I-5 access to the Banfield, the development of sufficient gore area for a barrel installation is complicated by the position of the bent and the position of the sign bridge support.

The situation at the northbound gore point of the on-ramp from the Banfield to I-5 is complicated by the position of the bent with respect to the gore. There is an expansion joint at each section of bridge approaching this gore and the development of some sort of "Rube Goldberg" floor system between the bridges will be necessary should we use the Texas barrels. We are studying the possibility of using Hydro-cells which can be placed in the existing area without revision.

We are further studying the installation of Texas barrels at the northbound off-ramp from I-5 onto the Banfield Freeway. These will be programmed as soon as details can be worked out.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)
F. B. Crandall

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. T. Edwards

DATE: December 4, 1969

In reply refer to: 08-35.6/500

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
DEC 10 1969
TRAFFIC ENGINEERING

SUBJECT: Impact Attenuation Devices

To date we have not seen any attempt by the Oregon State Highway Division to install any impact attenuation devices at existing gore points of diverging roadways or around obstructions. It would appear that with the extensive research information that has been released at least one experimental system could be installed in a proven hazardous location on a trial basis.

Perhaps consideration could be given to installing some system on the southbound I-5 ramp access to the Banfield Freeway in Portland. This would be a particularly valuable location in view of the facilities already recorded at this gore site.

We are forwarding a circular memorandum from Mr. G. M. Williams dated November 13, 1969 and a copy of Texas Transportation Institute's Technical Memorandum 505-2 both on the Tor-Shok Energy Absorbing Protection Barrier. We are not specifically recommending this system or any other system. We do feel, however, in view of the overwhelming evidence of the benefits of some systems the State should install one on an experimental basis at some vulnerable location.

Enclosures
CM from Williams, 11-13-69 (6 cys)
Technical Memorandum 505-2

12-5-69
4 cys of cm
to Young

RECEIVED
DEC 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

November 13, 1969

copy

CIRCULAR MEMORANDUM TO: Regional Federal Highway Administrators
and Division Engineers

FROM: G. M. Williams, Director of Engineering and Operations /s/ GMW.
32-32

SUBJECT: Tor-Shok Impact Attenuation Devices, Research Tests, Accident Experiences, and Recommendations for Application

The Tor-Shok barrier system, developed under FHWA contract FH 11-6736, is part of a research effort to develop a reusable barrier system capable of absorbing the impact of a 4,000-pound vehicle traveling at 60 mph, while subjecting restrained vehicle occupants to a maximum deceleration of 10 "g's."

The research tests conducted on these barriers to date have shown reasonably successful performance from head-on and angle impacts at speeds below 50 mph (see circular memorandum from J. D. Lacy dated March 5, 1969, and ARA report 96). One test, however, conducted at a speed of 53 mph and with the vehicle approach at a 25-degree angle to the symmetrical axis of the barrier, produced failure in the barrier system. The barrier was subsequently redesigned and the current production model (Mark II) has replaced earlier test models.

The comparison of tests made by the developer, Aerospace Research Associates, Inc., (ARA), and by the Texas Transportation Institute, (TTI), shows some discrepancy in the relative deceleration values obtained in similar tests. This is the result of differing methods used for determining the deceleration values and in the equipment used to obtain the information. Short peaks of high deceleration were filtered out of the data taken during the ARA research resulting in somewhat lower values than that from the TTI tests.

Two accidents involving vehicles and installed Tor-Shok barriers have occurred, both involving an angle-type impact with vehicles traveling at an estimated speed of between 45 mph and 55 mph. In both incidences the vehicle struck the barrier which was placed in front of a rigid obstruction. The results were moderate to heavy damage to the vehicles, minor injuries to some unrestrained passengers, and some damage to the Tor-Shok barriers.

From these data on the Tor-Shok barriers, the following conclusions may be drawn.

(1) The barrier has responded in the accident situations within the general limitation of keeping deceleration forces below 10 "g's."

- more -

TECHNICAL MEMORANDUM 505-2

Texas Transportation Institute
Texas A&M Research Foundation

TOR-SHOK ENERGY ABSORBING PROTECTIVE BARRIER

A Tentative Progress Memorandum on Contract
No. CPR-11-5851, U. S. Dept. of Transportation, Federal Highway Administration, Bureau
of Public Roads

by

T. J. Hirsch, Research Engineer and Principal Investigator
Structural Research Department
Texas Transportation Institute

The opinions, findings, and conclusions expressed in this report are those of the author and not necessarily those of the Bureau of Public Roads.

July 31, 1968

INTRODUCTION

From November 14, 1967 to January 10, 1968, the Texas Transportation Institute conducted four full-scale vehicle crash tests on the TOR-SHOK energy absorbing highway protective system which was developed by Aerospace Research Associates (ARA), Inc., of 2017 West Garvey Avenue, West Covina, California. This Technical Memorandum is being written to provide some of the technical information and crash performance of this vehicle impact attenuation system.

Included are photographs of the vehicle and barrier before and after each of the four crash tests. Also included is a summary of the high

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

November 13, 1969

copy

CIRCULAR MEMORANDUM TO: Regional Federal Highway Administrators and Division Engineers

FROM: G. M. Williams, Director of Engineering and Operations /s/ GMW.
32-32

SUBJECT: Tor-Shok Impact Attenuation Devices, Research Tests, Accident Experiences, and Recommendations for Application

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The research tests conducted on these barriers to date have shown reasonably successful performance from head-on and angle impacts at speeds below 50 mph (see circular memorandum from J. D. Lacy dated March 5, 1969, and ARA report 96). One test, however, conducted at a speed of 53 mph and with the vehicle approach at a 25-degree angle to the symmetrical axis of the barrier, produced failure in the barrier system. The barrier was subsequently redesigned and the current production model (Mark II) has replaced earlier test models.

The comparison of tests made by the developer, Aerospace Research Associates, Inc., (ARA), and by the Texas Transportation Institute, (TTI), shows some discrepancy in the relative deceleration values obtained in similar tests. This is the result of differing methods used for determining the deceleration values and in the equipment used to obtain the information. Short peaks of high deceleration were filtered out of the data taken during the ARA research resulting in somewhat lower values than that from the TTI tests.

Two accidents involving vehicles and installed Tor-Shok barriers have occurred, both involving an angle-type impact with vehicles traveling at an estimated speed of between 45 mph and 55 mph. In both incidences the vehicle struck the barrier which was placed in front of a rigid obstruction. The results were moderate to heavy damage to the vehicles, minor injuries to some unrestrained passengers, and some damage to the Tor-Shok barriers.

From these data on the Tor-Shok barriers, the following conclusions may be drawn.

(1) The barrier has responded in the accident situations within the general limitation of keeping deceleration forces below 10 "g's."

- more -

(2) The current barrier design is limited in its useful range to energy absorption of approximately 425,000-foot-pounds of energy or the equivalent energy of a 4,500-pound vehicle impacting at 53 mph, excluding energy lost through crushing of the vehicle components.

(3) The barrier tested at TTI did not have the capability to absorb high angle impacts (approximately 25 degrees) at speeds of 50 mph or greater.

Therefore, the recommendations for further application of the Tor-Shok barriers are as follows:

(1) It be continued as an experimental device, subject to close surveillance and detailed reporting of any related accident experience.

(2) The locations for future installations be selected where impact speeds above 50 mph would not be expected (on urban viaducts, on roadways with restrictive alignment, etc.).

TECHNICAL MEMORANDUM 505-2

Texas Transportation Institute
Texas A&M Research Foundation

TOR-SHOK ENERGY ABSORBING PROTECTIVE BARRIER

A Tentative Progress Memorandum on Contract
No. CPR-11-5851, U. S. Dept. of Transportation, Federal Highway Administration, Bureau
of Public Roads

by

T. J. Hirsch, Research Engineer and Principal Investigator
Structural Research Department
Texas Transportation Institute

The opinions, findings, and conclusions expressed in this report are those of the author and not necessarily those of the Bureau of Public Roads.

July 31, 1968

INTRODUCTION

From November 14, 1967 to January 10, 1968, the Texas Transportation Institute conducted four full-scale vehicle crash tests on the TOR-SHOK energy absorbing highway protective system which was developed by Aerospace Research Associates (ARA), Inc., of 2017 West Garvey Avenue, West Covina, California. This Technical Memorandum is being written to provide some of the technical information and crash performance of this vehicle impact attenuation system.

Included are photographs of the vehicle and barrier before and after each of the four crash tests. Also included is a summary of the high speed motion picture film data taken of the tests, giving the vehicle impact velocity, average deceleration, peak deceleration, stopping distance, etc. (see Appendix B). In addition, a summary of the electromechanical instrumentation data which was collected during the tests is included (see Appendix B).

BARRIER DESCRIPTION

The TOR-SHOK energy absorbing barrier was developed by ARA, Inc. under a contract with the Bureau of Public Roads. The barrier was fabricated, delivered, and installed by ARA, and the vehicle crash tests were conducted by personnel of the Texas Transportation Institute. This highway protective system (see Figure 1) is constructed of high strength, lightweight steel tubes which are supported from the fixed object by a number of TOR-SHOK attenuators (detailed description given in Appendix A). At impact, the protective barrier tubes transmit the impact forces axially to the cylindrical TOR-SHOK arms which contain a large number of stainless steel "torus" elements that are squeezed between two cylindrical tubes. At impact these "torus" elements absorb the energy by rolling between the cylinders. Eight of the twelve TOR-SHOK arms are acting in tension while four others are acting in compression. These TOR-SHOK arms exert a stopping force on the vehicle as the barrier deforms under the vehicle collision.

Supplementary data on the TOR-SHOK energy absorbing system is presented in Appendix A. This information was provided by ARA, Inc. Drawings B1450 and B1449 in Appendix A show the dimensions and configuration of the barrier tested. Table 1 in Appendix A gives a summary of the characteristics of the TOR-SHOK barrier. The barrier tested by TTI had a nose angle of 15°, a nose radius of 31 in., and the weight of the tubular nose was 845 lbs.

TEST PROGRAM

A brief description of the four crash tests conducted is given in Table 1. Test 2A was a head-on impact with a 4600 lb vehicle going at a relatively slow speed, 34 mph. Tests 2B and 2C were both head-on impacts at relatively high speeds, 54 mph and 60 mph, respectively. In Test 2B, a lightweight vehicle weighing 2520 lbs was used, while in Test 2C a heavy vehicle weighing 4940 lbs was used. Test 2D was impacted at an angle of 30° with the longitudinal axis of the barrier with a heavy vehicle weighing 5000 lbs and traveling at a speed of 50 mph.

TEST 2A RESULTS

Figures 1 through 4 show the vehicle and barrier before and after impact for Test 2A. Figure 5 shows an idealized stopping force which the TOR-SHOKs will exert on the impacting vehicle during a head-on collision for various barrier deformations. This force-deformation curve was developed using data presented in Appendix A. Table 2 presents a brief summary of the test results for the head-on impact. It can be seen that the 4600 lb vehicle in Test 2A deformed the barrier 4.48 ft. The maximum TOR-SHOK stopping force was thus approximately 48 kips. From Table 2, it can be seen that the TOR-SHOKs absorbed 163 kip-ft of the vehicle kinetic energy (approximately 91%). The average deceleration during this impact was 6.6 g's, and the maximum significant deceleration was approximately 13 to 14 g's. This average deceleration was obtained from an analysis of the high speed movies. A more complete summary of the crash test data gathered from the high speed film and electromechanical devices is presented in Appendix B, Table 1B.

An analysis of the crash test results and the photographs presented in Figures 1 through 4 indicate the following conclusions concerning Test 2A:

1. The ARA TOR-SHOK barrier performed as designed.
2. The vehicle damage was relatively minor.
3. The barrier damage was relatively minor. Minor maintenance was required; however, the barrier nose and TOR-SHOKs were reusable.
4. The deceleration level was considered moderate.

Table 3 presents a comparison of the ARA TOR-SHOK impact performance with a "rigid" barrier impact. If the 4600 lb vehicle used in Test 2A had struck a "rigid" wall, the estimated maximum deceleration would have been 30.8 g's; and the estimated average deceleration, 19.6 g's. Using these maximum and average decelerations of a "rigid" barrier impact, the maximum and average decelerations from the ARA TOR-SHOK impact can be compared by taking a ratio which will be defined as Attenuation Index (AI). From Table 3, it can be seen that the Attenuation Index for Test 2A ranged from 0.34 to 0.44 for the average and maximum deceleration, respectively. This Attenuation Index is presented

TABLE 1.

BRIEF DESCRIPTION OF TEST PROGRAM ON ARA TORSHOK BARRIER

Test Number	2A	2B	2C	2D
Angle of Attack	Head-on	Head-on	Head-on	30°
Vehicle Weight (w)	4600 lb.	2520 lb.	4940 lb.	5000 lb.
Speed (V)	34.1 mph	53.5 mph	59.4 mph	49.9 mph
Kinetic Energy of Vehicle (K.E.)	179 Kip-ft	242 Kip-ft	582* Kip-ft	418 Kip-ft

*Note: The ARA Torshok Barrier was designed to stop a 4000 lb vehicle traveling at 60 mph (88 fps). The max. design kinetic energy was thus 482 Kip-ft. The vehicle in test 2C exceeded this design energy by 21%.

for comparative purposes only. It in no way indicates whether the vehicle crash was survivable or would inflict minor or severe injuries to the occupants of the vehicle. This Index indicates that this collision was about 34 to 44% as severe as a rigid barrier impact.

TEST 2B RESULTS

Figures 6 through 9 show the TOR-SHOK barrier and 2520 lb vehicle before and after the 53.5 mph collision. The test results presented in Table 2 show that the barrier deformed 5.33 ft. Referring to Figure 5, it can be seen that the maximum TOR-SHOK stopping force exerted on the vehicle was 69.6 kips. The total energy absorbed by the TOR-SHOKs was approximately 210 kip-ft (87% of the vehicle kinetic energy). The average deceleration during this impact was 12.3 g's. The maximum significant deceleration on the vehicle was 26 to 27 g's as shown in Table 2.

The conclusions which can be drawn from this test are as follows:

1. The ARA TOR-SHOK barrier performed as designed.
2. The vehicle damage was severe (note Figures 7 and 9).
3. The barrier damage was minor, and the nose element and TOR-SHOKs were reusable.
4. The deceleration level produced on this lightweight vehicle was considered severe.

Referring to Table 3, we can compare this ARA TOR-SHOK impact performance with a rigid barrier impact. If the vehicle in Test 2B had hit a rigid barrier, the maximum deceleration would have been about 48.5 g's, and the average deceleration about 31.0 g's. Comparing

TABLE 2. BRIEF SUMMARY OF TEST RESULTS

TEST NUMBER	2A	2B	2C	2D
Angle of Attack	Head-on	Head-on	Head-on	30° Angle of Impact
Vehicle Weight (W)	4600 lb	2520 lb	4940 lb	5000 lb
Vehicle Velocity (V)	50.0 fps	78.8 fps	87.1 fps	73.3 fps
Vehicle Deformation	1.42 ft	1.88 ft	1.75 ft	1.83 ft
Barrier Deformation	4.48 ft	5.33 ft	11.12 ft	12.13 ft
Max. TOR-SHOK Stopping Force (F)	48 kips	69.6 kips	69.6 kips	--
Energy Absorbed by Torshoks	163 kip-ft (91%)	210 kip-ft (87%)	361 kip-ft (62%)	--
Max. Significant Deceleration	13 to 14 g's	26 to 27 g's	20 to 21 g's	28 to 30 g's
Avg. Deceleration (film) ($\Delta V \div Tg$)	6.6 g's	12.3 g's	9.9 g's	8.1 g's
Remarks: 1.	Performed as Designed	Performed as Designed	Performed as Designed	Unsatisfactory Performance
2.	Vehicle Damage Minor	Vehicle Damage Severe	Vehicle Damage Moderate	Vehicle Damage Severe
3.	Barrier Damage Minor, Reusable	Barrier Damage Minor, Reusable	Barrier Damage Severe, Most Torshoks not Reusable, Major Repairs Required	Barrier Damage Severe, Almost Total Loss
4.	Deceleration Level Moderate	Deceleration Level Severe	Deceleration Level Moderate	Deceleration Level Severe

TABLE 3. COMPARISON OF ARA TORSHOK IMPACT PERFORMANCE WITH RIGID BARRIER IMPACT

Test Number	2A	2B	2C	2D
Vehicle Weight	4600 lb	2520 lb	4940 lb	5000 lb
Vehicle Velocity	34.1 mph	53.5 mph	59.4 mph	49.9 mph
Comparative Rigid Barrier Impact				
Estimated Maximum Deceleration* (G_{max})	30.8 g's	48.5 g's	53.5 g's	44.8 g's
Estimated Average Deceleration* (G_{avg})	19.6 g's	31.0 g's	34.1 g's	30.6 g's
Attenuation Index				
$AI_{max} = \frac{\text{G max Torshoks}}{\text{G max Rigid}}$	.44	.55	.38	.65
$AI_{avg} = \frac{\text{G avg Torshoks}}{\text{G avg Rigid}}$	.34	.40	.29	.27

*Estimated Maximum Deceleration = 0.9 V

Estimated Average Deceleration = 0.574 V, where V is in mph.

Reference: Emori, Richard I., "Analytical Approach to Automotive Collisions," SAE Paper 680016, Auto. Engr. Congress, Detroit, January 8, 1968.

these figures with those obtained in Test 2B yield an Attenuation Index of 0.55 considering the maximum g forces, and an Attenuation Index of 0.40 considering the average g forces. This comparison shown in Table 3 indicates that the impact forces in Test 2B were from 40 to 55% as severe as those that would have been obtained if the vehicle had struck a rigid barrier.

TEST 2C RESULTS

Test 2C was a head-on collision by a 4940 lb vehicle which was traveling at 59.4 mph. In this test, the vehicle kinetic energy exceeded the design energy of the ARA TOR-SHOK barrier by 21% (see Table 1). Since the kinetic energy of the vehicle in Test 2C was 580 kip-ft, it was anticipated that the energy absorbing capacity of the TOR-SHOK arms (361 kip-ft) would be used up; and consequently the arms would be broken or buckled, and the vehicle would penetrate far into the barrier. Figures 10 through 13 show the TOR-SHOK barrier and vehicle before and after the collision.

From Table 2C, it can be seen that the barrier deformed 11.12 ft. The maximum TOR-SHOK stopping force was 69.6 kips. The energy absorbed by the TOR-SHOKs was 361 kip-ft (about 62% of the vehicle kinetic energy). The additional energy of the vehicle was absorbed by breaking and buckling the TOR-SHOK arms and by the vehicle deformation during the collision. The maximum significant vehicle deceleration was approximately 20 to 21 g's. The average vehicle deceleration was 9.9 g's.

In summary, the following conclusions can be drawn concerning this test:

1. The barrier performed as designed.
2. The vehicle damage was moderate (see Figures 11 and 13).
3. Damage to the TOR-SHOK barrier was considered severe. Most of the TOR-SHOKs were buckled and bent, and consequently not reusable. Major repairs and replacement of components were required.
4. The deceleration level was considered moderate.

To compare this ARA TOR-SHOK impact performance with a rigid barrier impact, refer once again to Table 3. If the vehicle used in Test 2C had struck a rigid barrier, it can be seen that the estimated maximum deceleration would have been 53.5 g's, and the average deceleration 35.1 g's. Computing the Attenuation Index yield 0.38 and 0.29, respectively. This indicates that the severity of the TOR-SHOK barrier impact was from 29 to 38% as severe as that which would have resulted from striking a rigid barrier.

DISCUSSION OF HEAD-ON TESTS

To further analyze the head-on impact performance of the ARA TOR-SHOK barrier, Figure 14 presents a comparison of the Attenuation Index with the vehicle weight. From Figure 14, it can be seen that for heavy vehicles around 5000 lbs the Attenuation Index varies from about 0.29 to 0.38. For a 2500 lb vehicle, a lightweight car, the Attenuation Index is seen to vary from about 0.40 to 0.55. This comparison indicates that the TOR-SHOK barrier is more effective as an impact attenuator for heavy vehicles than it is for lightweight or compact vehicles.

TEST 2D RESULTS

In Test 2D, a 5000 lb vehicle struck the ARA TOR-SHOK barrier at an angle of 30° from the longitudinal axis at a speed of 49.9 mph. Figures 15 through 19 show the vehicle and TOR-SHOK barrier before and after the collision. Under this collision, the nose of the TOR-SHOK barrier rotated from the path of the vehicle and allowed the vehicle to strike the rigid post. The TOR-SHOK arms were not activated properly, and consequently they absorbed very little of the vehicle kinetic energy. The impact with the backup post was extremely severe. The maximum deceleration was approximately 28 to 30 g's (from the vehicle accelerometer data, Appendix B). The average deceleration, on the other hand, was approximately 8.1 g's. The vehicle traveled 12.13 ft after striking the nose angle before coming to a complete stop against the vertical backup post.

The following conclusions can be drawn from the results of this test:

1. The barrier did not perform in a satisfactory manner under this 30° angle of impact.
2. The vehicle damage was very severe (see Figures 16, 18, and 19).
3. Damage to the TOR-SHOK barrier was quite severe. Most all the TOR-SHOKs were damaged beyond repair and were not reusable. The TOR-SHOK nose piece was almost totally destroyed.
4. The deceleration level was quite severe.

Table 3 compares the rigid barrier maximum deceleration of 44.8 g's to the approximately 29 g's obtained in Test 2D. It can be seen that the Attenuation Index is about 0.65 when the maximum values are compared. The Attenuation Index based on the average g's is seen to be about 0.27. This average g Attenuation Index may be misleading since an analysis of the high speed film data shows that the vehicle was still traveling at about 40 mph when the nose angle and vehicle bottomed out and collided with the vertical backup post. This severe impact near the end of the crash is what caused most of the damage to the vehicle and was very severe (about 65% as severe as a rigid barrier collision).

SUMMARY AND CONCLUSIONS

The following general conclusions can be drawn from these four vehicle crash tests:

Head-On Collisions

(1) For head-on collisions, the ARA TOR-SHOK barrier performed as anticipated by the design. (2) Reasonable impact attenuation can be realized when the barrier is struck by heavy vehicles (say 4000 lb or more in weight). (3) Quite severe deceleration levels will be obtained when the barrier is struck by lighter weight and compact vehicles. (4) When the kinetic energy of the vehicle exceeds about 425,000 ft-lb, considerable damage to the barrier and TOR-SHOKs can be anticipated.

Angle Collisions

(1) For the angle collision used in these tests, the performance of the TOR-SHOK barrier was unsatisfactory. Modification of the barrier design to minimize or correct this deficiency is being made by the designers. Angle impact tests on the modified design are anticipated in the near future.

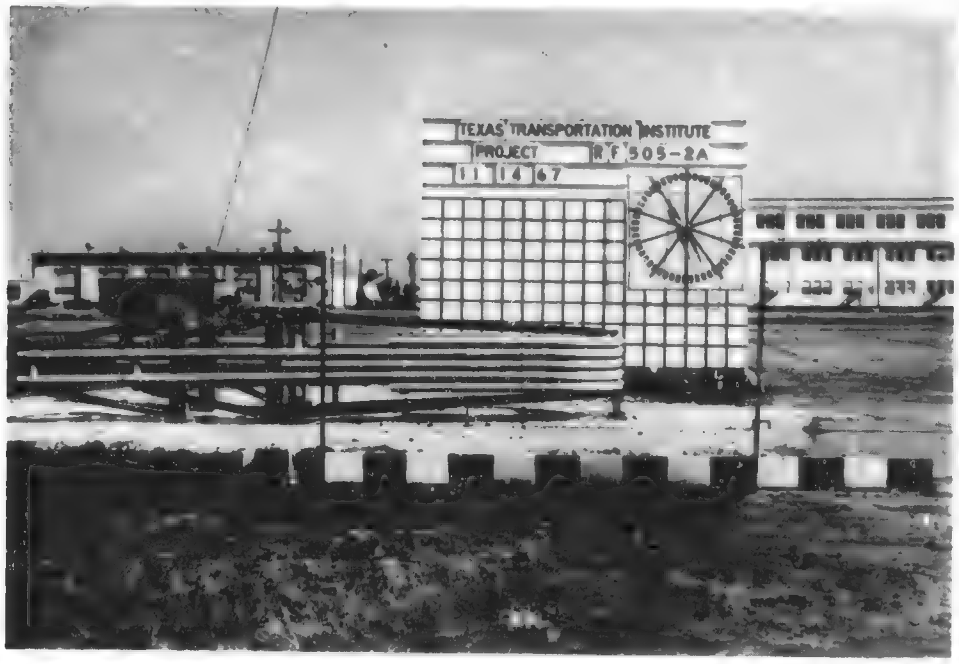


FIGURE 1. TORSHOK BEFORE COLLISION.
TEST 2A.

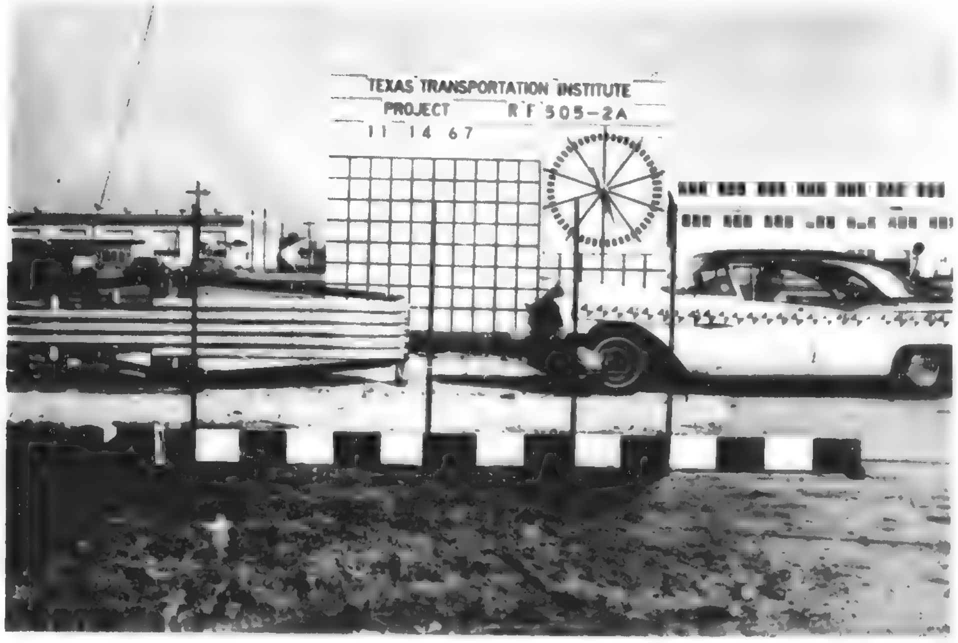


FIGURE 2. TORSHOK AND VEHICLE AFTER COLLISION.
INITIAL VEHICLE VELOCITY 34.1 MPH,
STOPPING DISTANCE 5.90 FT., AVERAGE
VEHICLE DECELERATION 6.6 G'S.
TEST 2A, HEAD-ON IMPACT.

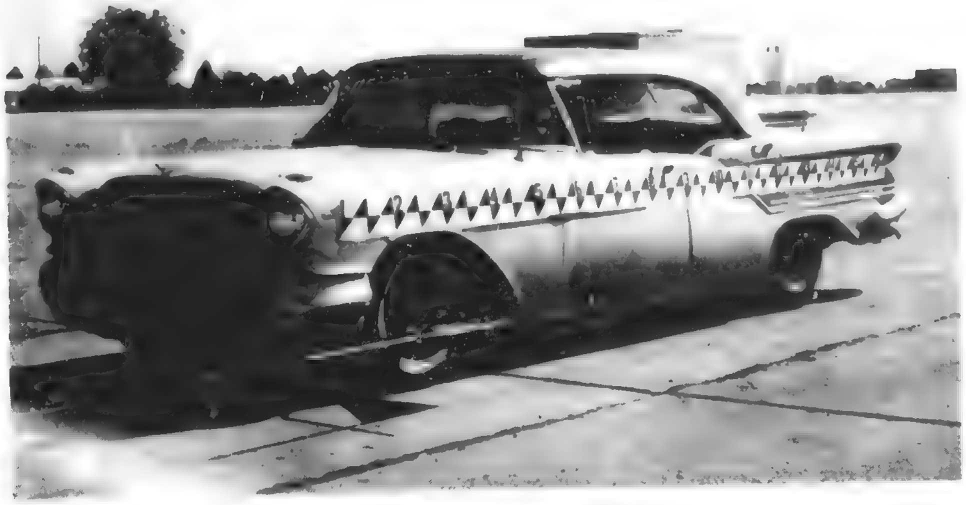


FIGURE 3. VEHICLE BEFORE COLLISION. TEST 2A.
1957 OLDS, WEIGHT 4600 LB.

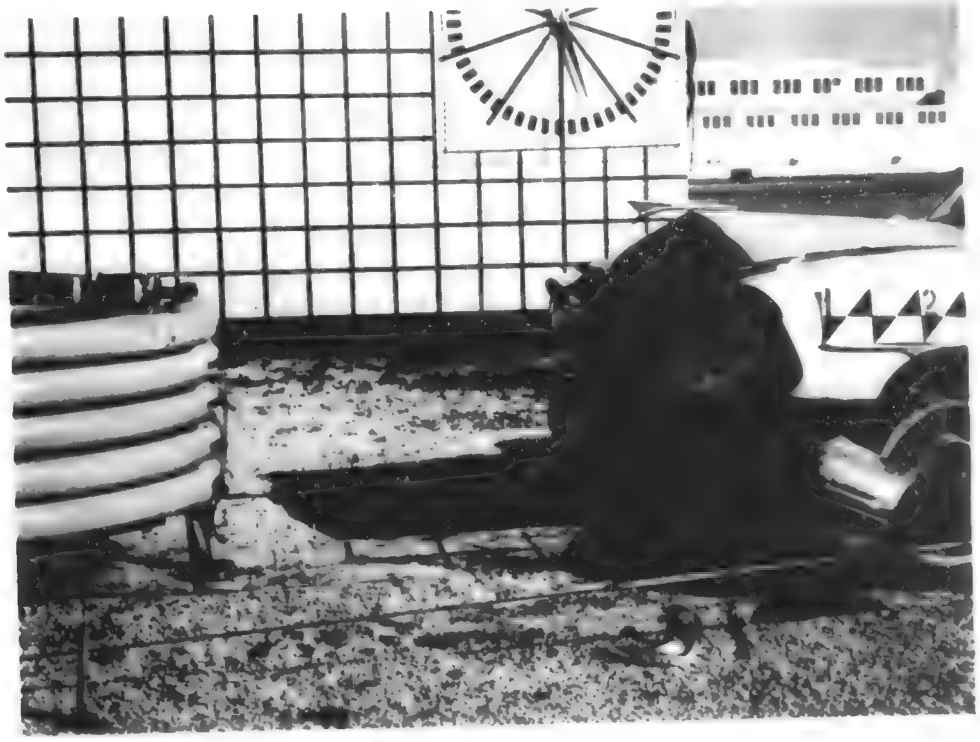


FIGURE 4. VEHICLE DAMAGE. TEST 2A.
VEHICLE DEFORMATION 1.42 FT.,
BARRIER DEFORMATION 4.48 FT.

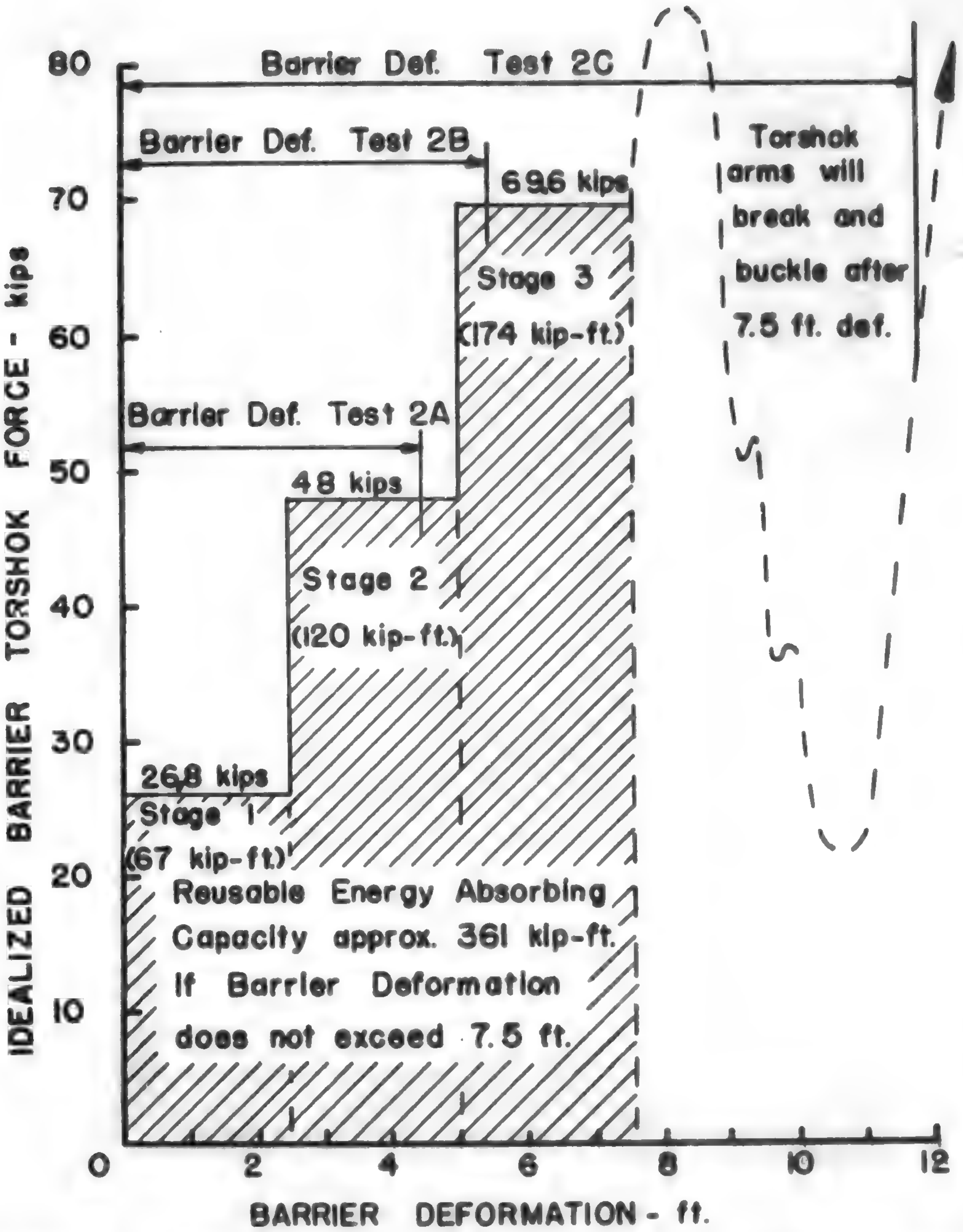


FIGURE 5. IDEALIZED ARA BARRIER TORSHOK FORCE-DEFORMATION CURVE FOR HEAD-ON VEHICLE IMPACT (Skid friction forces and inertia forces are not included. Curve developed from data presented in Appendix A.)

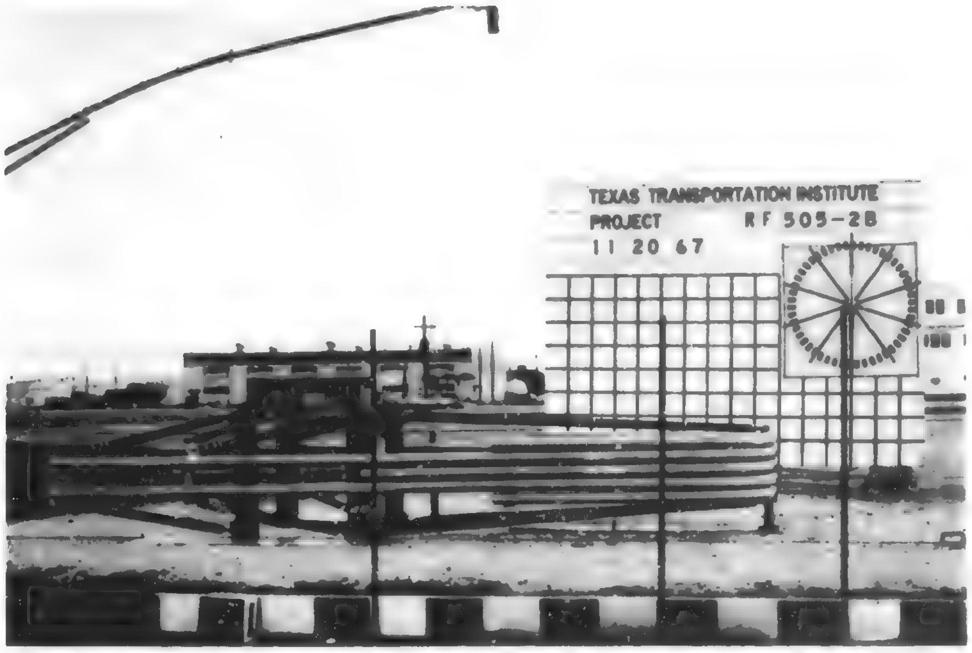


FIGURE 6. TORSHOK BEFORE COLLISION.
TEST 2B.

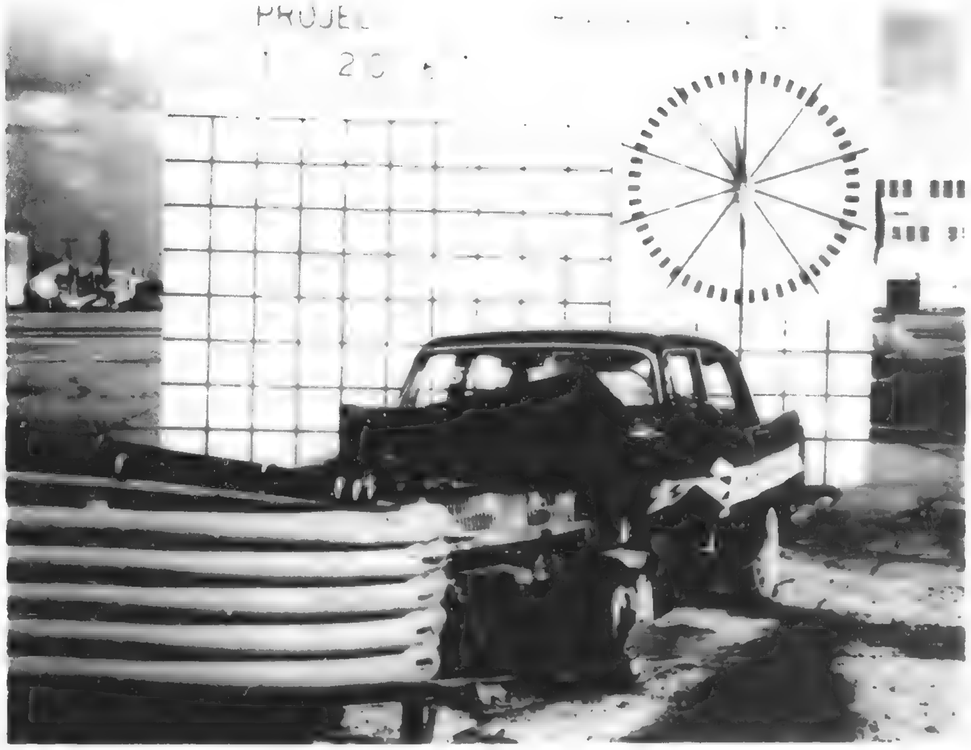


FIGURE 7. TORSHOK AND VEHICLE AFTER COLLISION.
INITIAL VEHICLE VELOCITY 53.5 MPH.,
STOPPING DISTANCE 7.21 FT., AVERAGE
VEHICLE DECELERATION 12.3 G'S.
TEST 2B, HEAD-ON IMPACT.

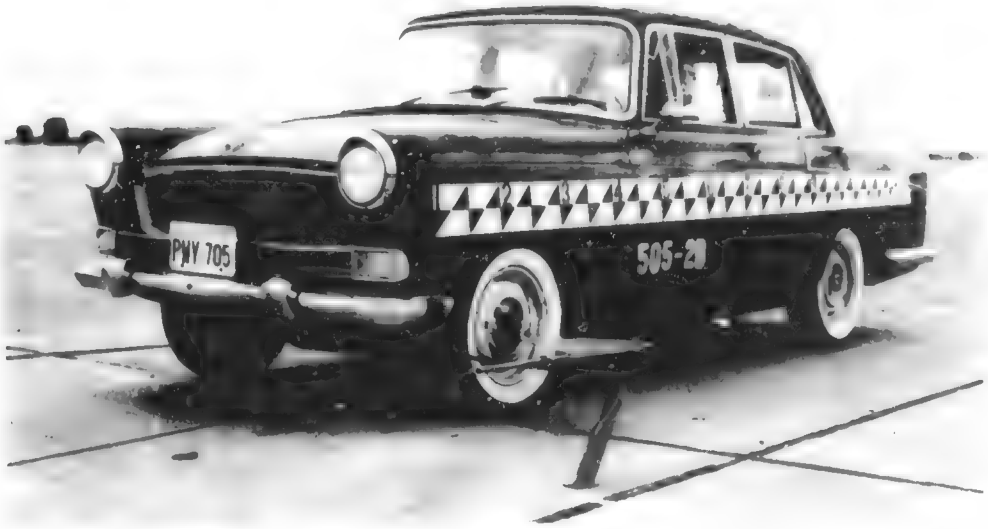


FIGURE 8. VEHICLE BEFORE COLLISION.
TEST 2B, 1957 AUSTIN,
WEIGHT 2520 LB.

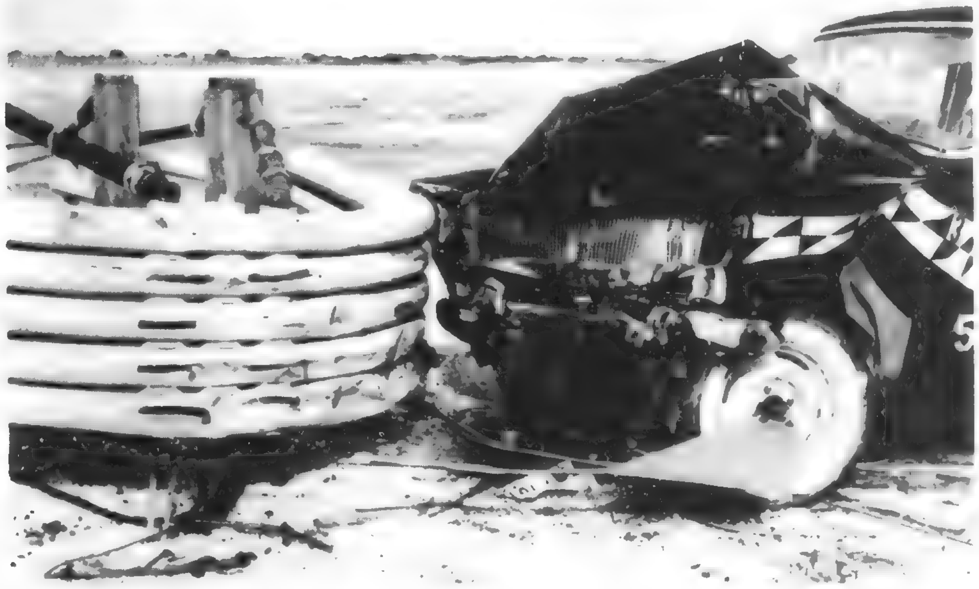


FIGURE 9. VEHICLE DAMAGE.
VEHICLE DEFORMATION 1.88 FT.,
BARRIER DEFORMATION 5.33 FT.
TEST 2B.

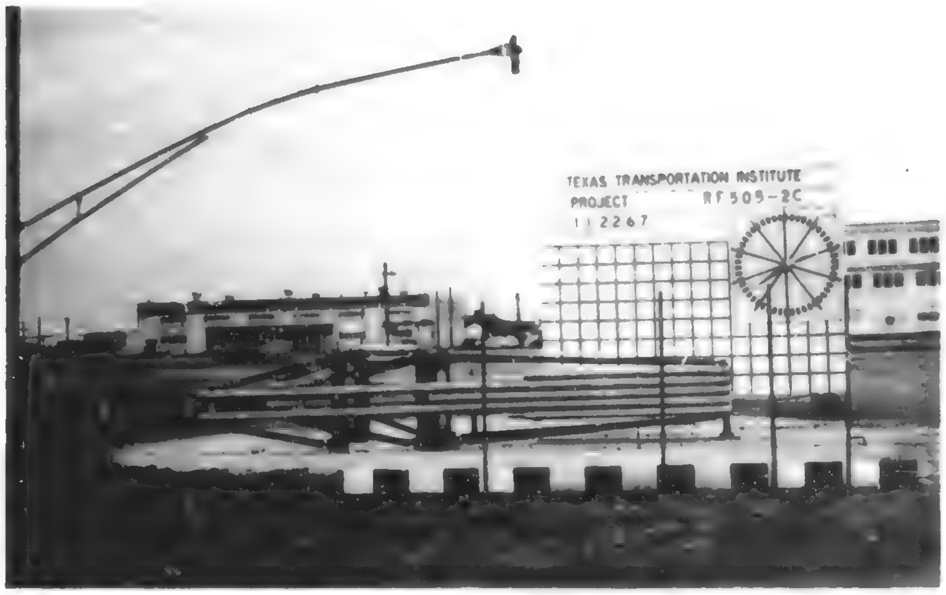


FIGURE 10. TORSHOK BEFORE COLLISION.
TEST 2C.

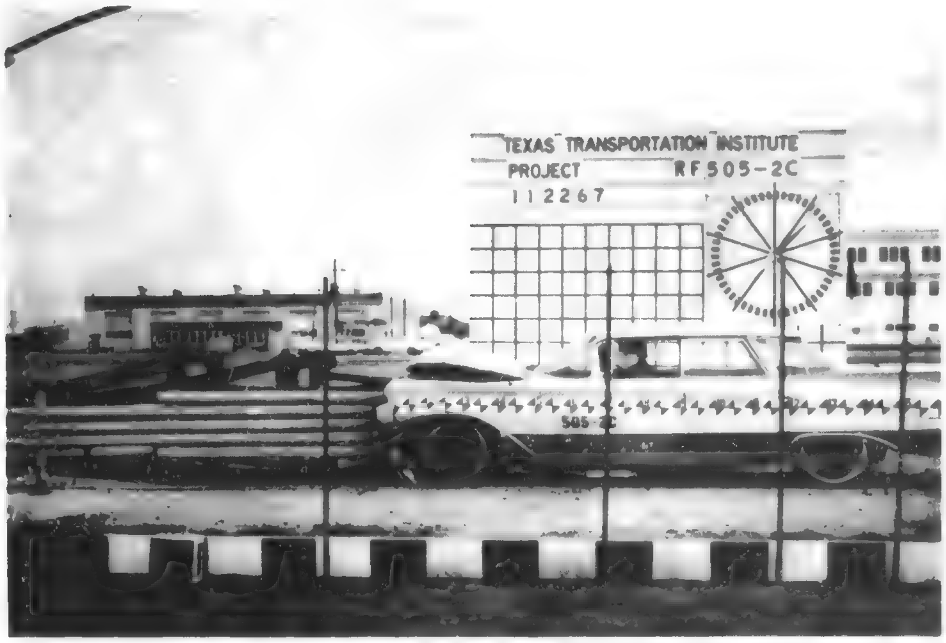


FIGURE 11. TORSHOK AND VEHICLE AFTER COLLISION.
INITIAL VEHICLE VELOCITY 59.4 MPH,
STOPPING DISTANCE 12.87 FT., AVERAGE
VEHICLE DECELERATION 9.9 G'S.
TEST 2C, HEAD-ON IMPACT.

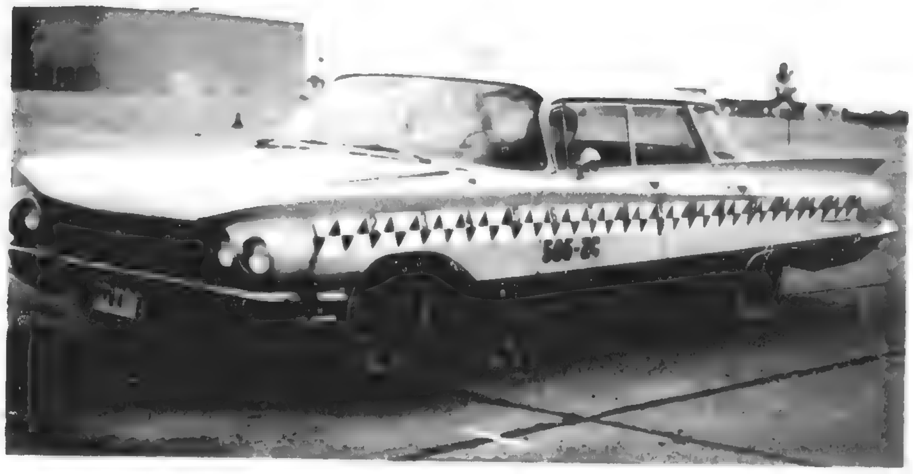


FIGURE 12. VEHICLE BEFORE COLLISION.
TEST 2C, 1960 BUICK,
WEIGHT 4940 LB.

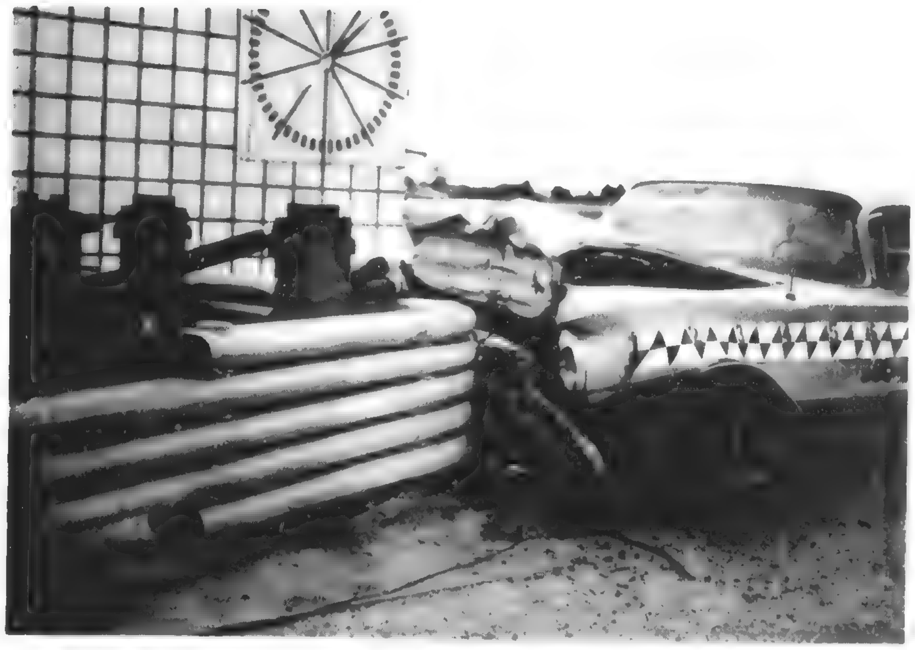


FIGURE 13. VEHICLE DAMAGE. VEHICLE
DEFORMATION 1.75 FT.,
BARRIER DEFORMATION 11.12 FT.
TEST 2C.

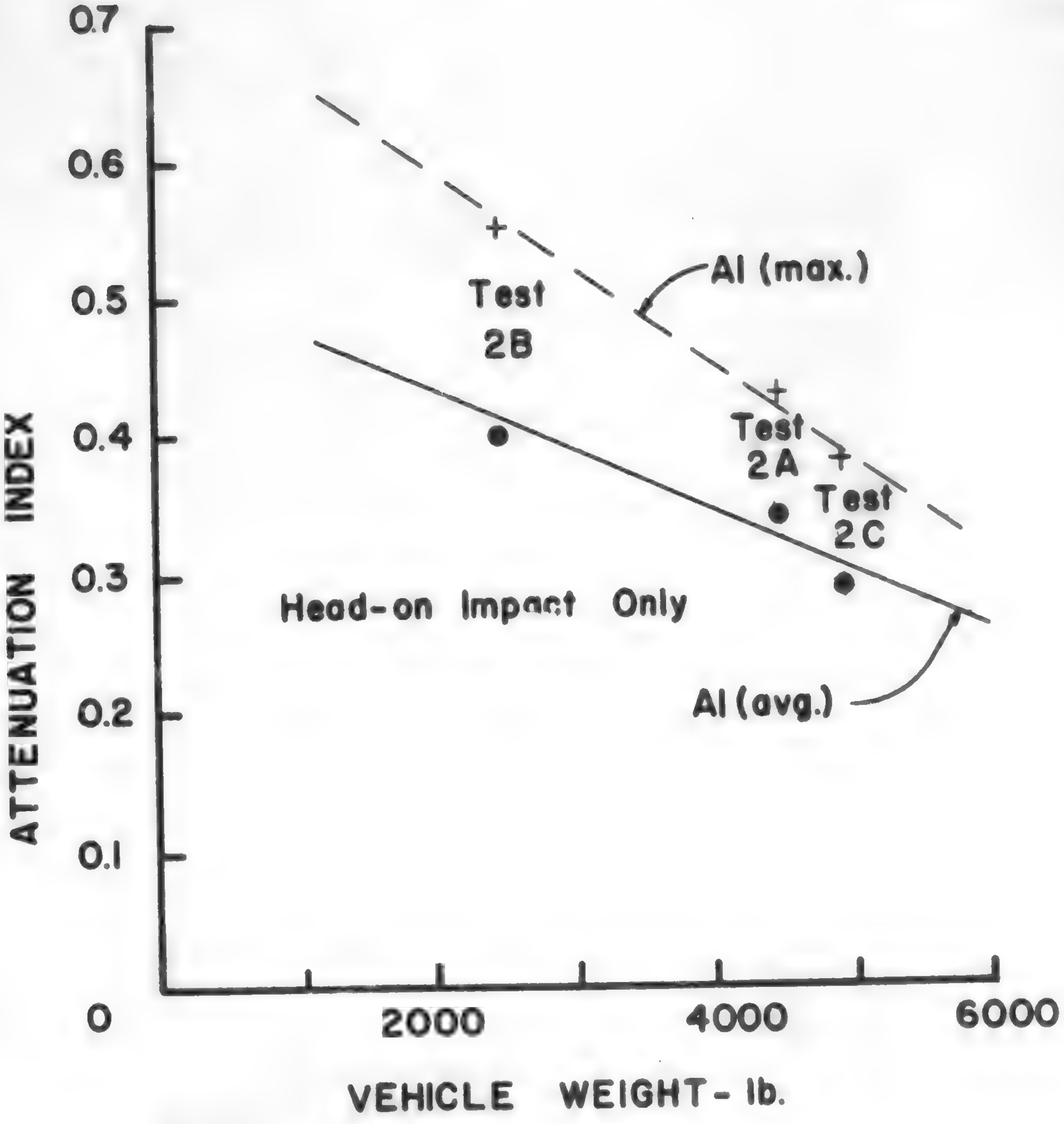


FIGURE 14. COMPARISON OF ATTENUATION INDEX OF ARA TORSHOK BARRIER WITH VEHICLE WEIGHT.

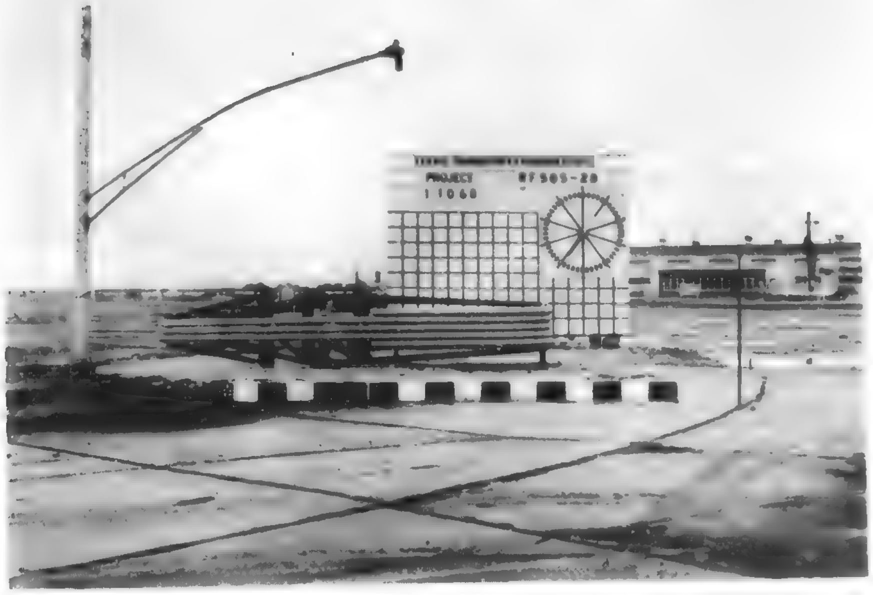


FIGURE 15. TORSHOK BEFORE COLLISION.
TEST 2D.

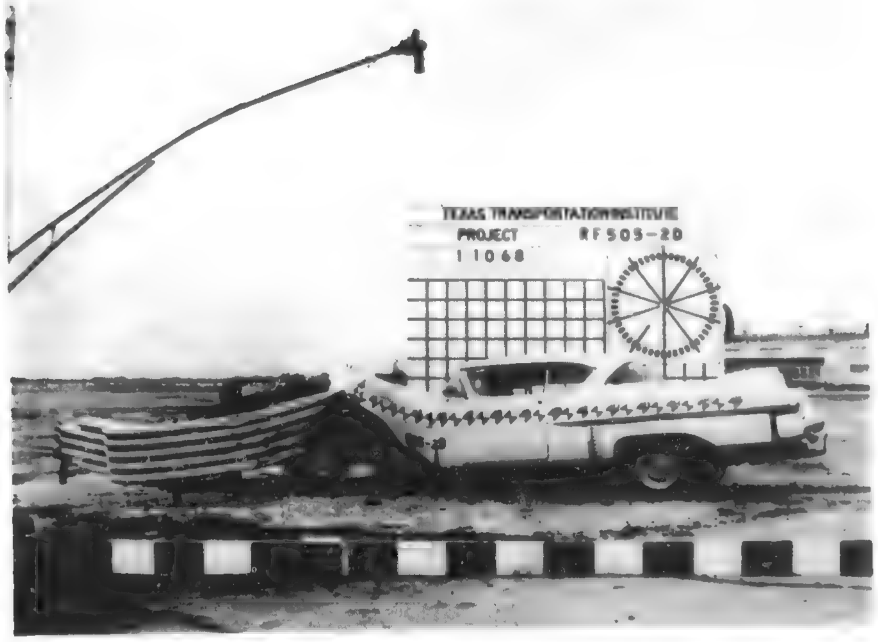


FIGURE 16. TORSHOK AND VEHICLE AFTER COLLISION.
INITIAL VEHICLE VELOCITY 49.9 MPH,
STOPPING DISTANCE 13.96 FT.,
AVERAGE VEHICLE DECELERATION 8.1 G'S.
TEST 2D, 30° ANGLE IMPACT.

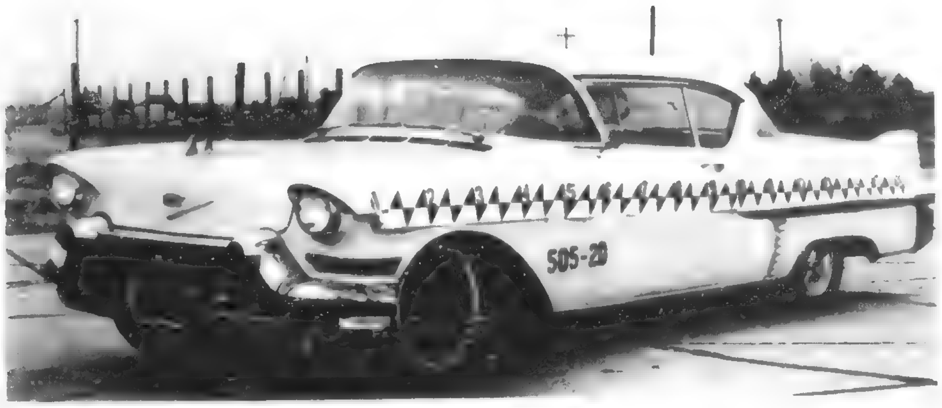


FIGURE 17. VEHICLE BEFORE COLLISION.
TEST 2D. 1957 CAD.,
WEIGHT 5000 LB.

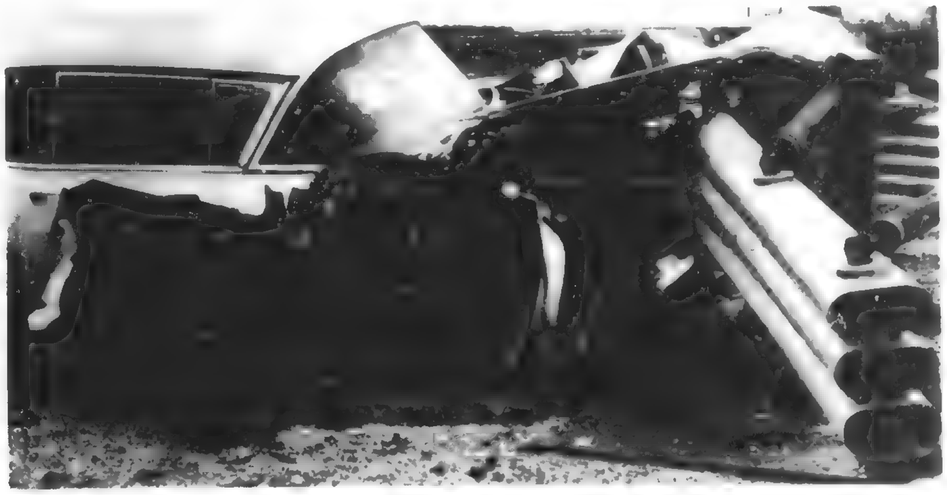


FIGURE 18. VEHICLE DAMAGE. VEHICLE DEFORMATION 1.83 FT.,
BARRIER DEFORMATION 12.13 FT.

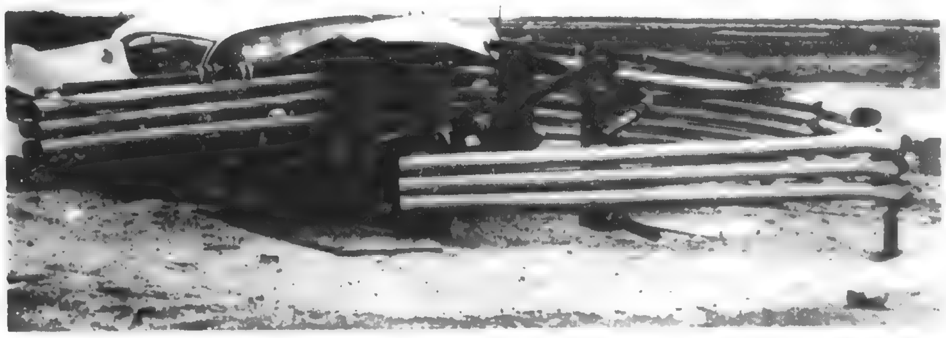


FIGURE 19. BARRIER DAMAGE. BARRIER DEFORMATION 12.13 FT., BARRIER ALMOST TOTAL LOSS.
TEST 2D, 30° ANGLE IMPACT.

APPENDIX A

Supplementary Data on TOR-SHOK
Reusable Energy Absorbing
Highway Protective System

Recently, ARA, Inc. has designed, fabricated, and crash tested an improved TOR-SHOK barrier for the Bureau of Public Roads. In addition, a systematic parametric variation of TOR-SHOK dimensions to meet fixed object abutment dimensions was also made. The purpose of this brief brochure is to provide you with the results of this valuable study.

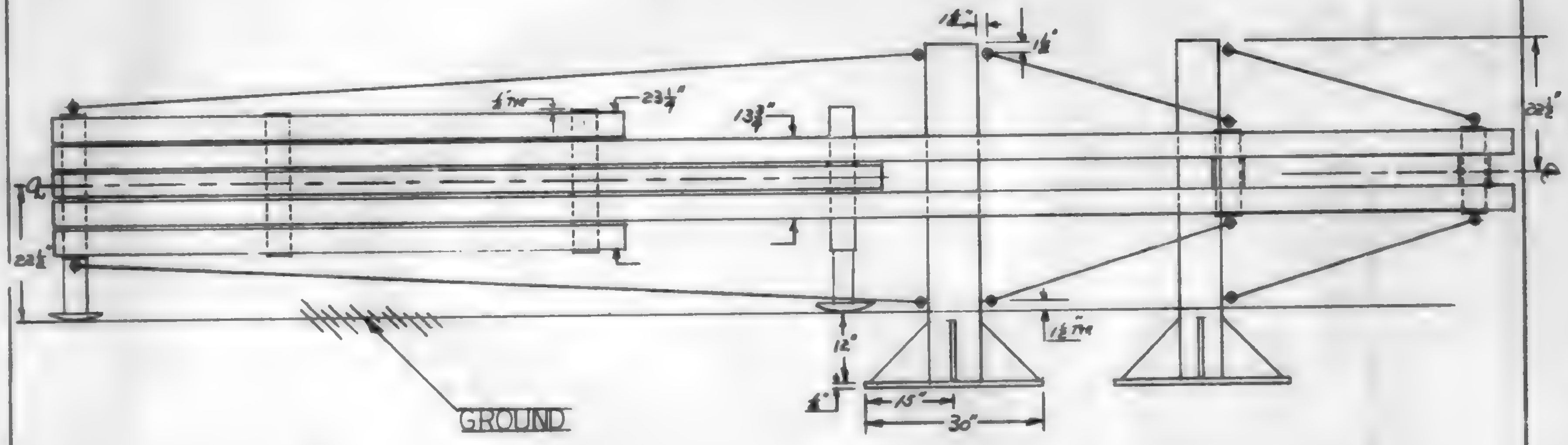
GENERAL DESCRIPTION OF TOR-SHOK BARRIER

A detailed design drawing of a typical TOR-SHOK barrier which has recently been tested successfully at Texas A & M University is provided in Figures 1 and 2. Basically, the barrier consists of a series of elliptical tubing (4" x 7") with a wall thickness of .065". The barrier is connected with 4" round tubing which, as vertical members, transmit the loads from the elliptical tubing to a set of TOR-SHOKs that provide the principal source of energy absorption. For the configuration shown in Figures 1 and 2, twelve TOR-SHOKs are used. Four are used in front (in compression) and eight are used in the rear (in tension). This arrangement has been found to be desirable for reducing the bending moments in the elliptical guard-rail tubing as well as providing rotational stability of the barrier when the impact is not head-on. Each TOR-SHOK consists of four telescoping tubes which provide three different but successive loading conditions. The lowest load experiences initial movement and strokes until the stage is completely bottomed out at which time the next stage initiates its stroke; finally, the barrier displaces until all three stages are completely bottomed out.

In order to provide a smooth planing surface, the barrier is supported by three skids as shown in Figures 1 and 2. These skids also make use of the TOR-SHOK principle such that for relatively rough surfaces, the barrier strokes downward on the skids rather than destroying the skids due to excessive bending moments caused by the large coefficients of friction between the skid and the ground surface.

Although in Figures 1 and 2, use is made of four posts to simulate the fixed abutment, the abutment itself can be used to react against the twelve TOR-SHOKs. The location of the four posts consequently represent the critical dimensions of the abutment for determining the compatability of the TOR-SHOK barrier geometry.

The main parameter of the abutment appears to be its width since its height and length can invariably be accommodated by an adapter frame which must be required to transmit the loads from the TOR-SHOK's "ball joint" fittings to the fixed abutment. Consequently, a detailed parameter analysis of TOR-SHOK barrier



SIDE VIEW

A-R-A, inc.
West Covina California

ELLIPTICAL TUBE BARRIER
15°31'R HIGH STRESS

DO NOT SCALE DRAWING		
Scale	3/16 = 1'	Date
Drwn	HOLT	8-28-6
Engr	HOLT	8-28-6
Appd	[illegible]	[illegible]
File No.	D-0037	Issued

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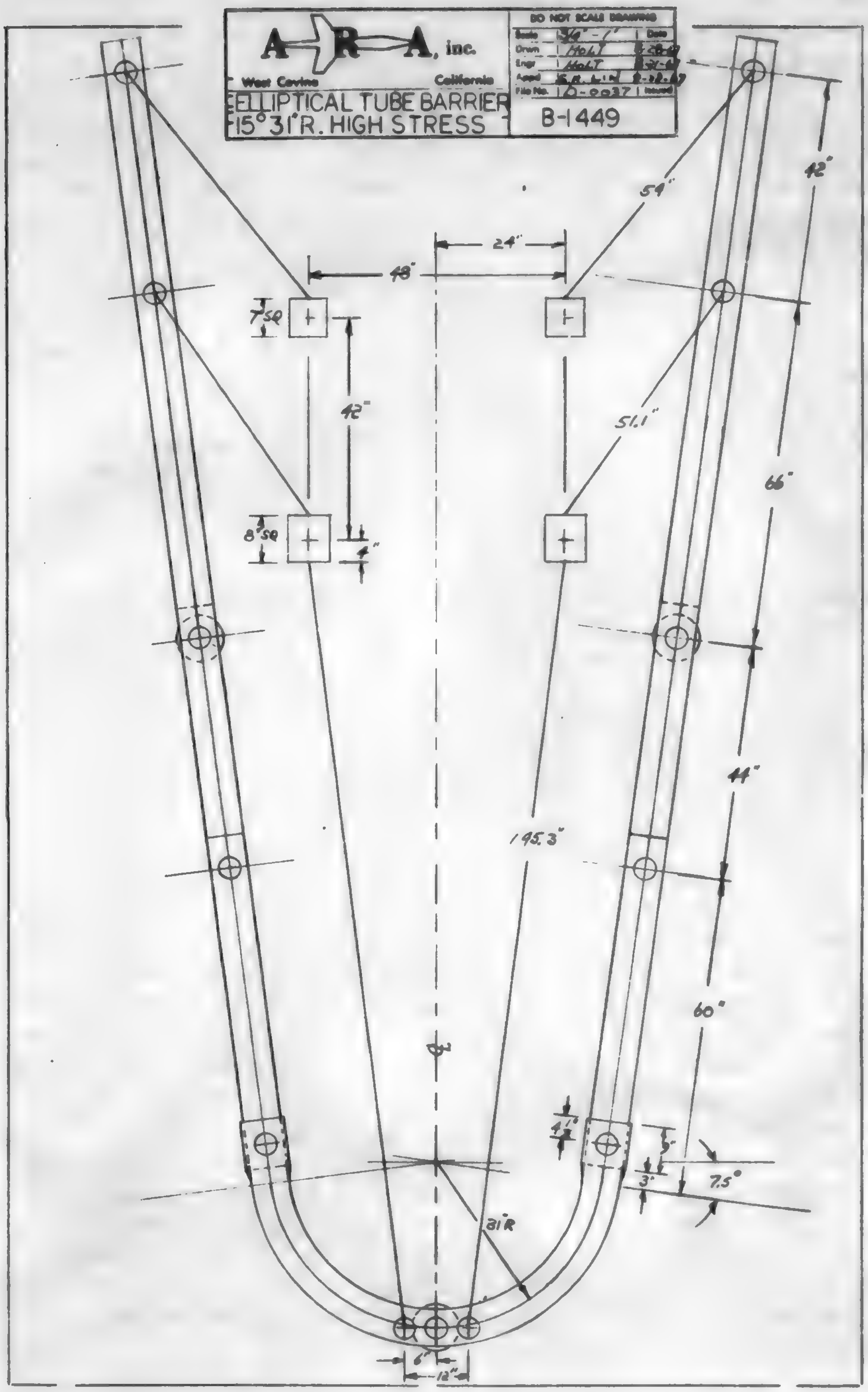
A R A, inc.
West Covina California
ELLIPTICAL TUBE BARRIER
15° 31'R. HIGH STRESS
DO NOT SCALE DRAWING
Scale 3/4" - 1'
Drawn HOLT
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24"
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42"
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42"
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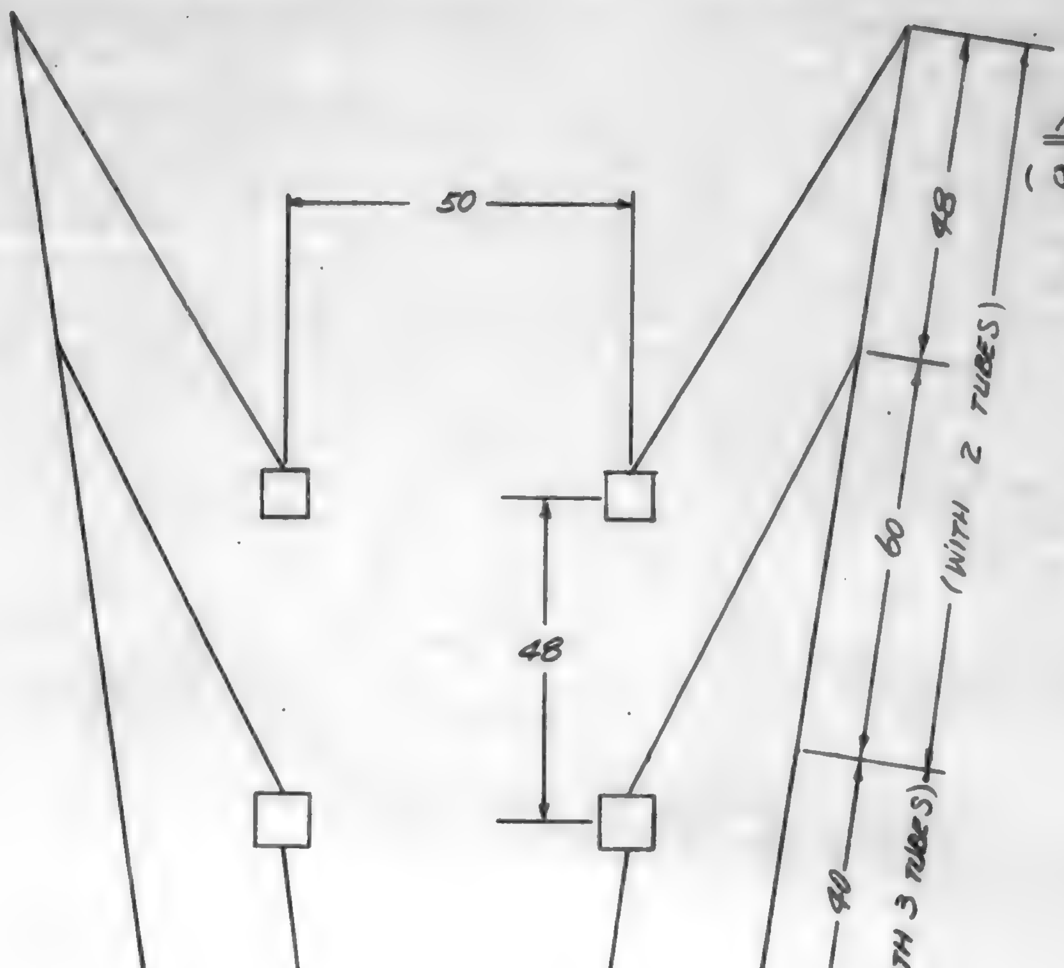
44"
60"
℄
4½"
6"
3"
7.5°
31'R
6"
12"

configurations was made as a function of fixed abutment width for a given attachment distance of 48" from the front of the fixed abutment.

PARAMETRIC DESIGN DATA FOR TOR-SHOK BARRIER

The configuration studies for the TOR-SHOK barrier were made based on using elliptical type tubing having a minimum yield strength of 100,000 psi. This material is available at low cost and provides for a light-weight TOR-SHOK barrier. Since it is difficult to establish the types of abutments that are most applicable, ARA, Inc. has taken it upon itself to develop a detailed parametric analysis of the TOR-SHOK barrier over a range of nose angles which would be acceptable not only from a configuration standpoint, but also from a manufacturing point of view. All of the calculations for the preliminary analysis were based on a 31" nose radius which can be manufactured readily and satisfies most configuration requirements. The details of the calculations are not provided herein, but their results are clearly shown in Figures 3A through 3F, inclusive, wherein nose angle variations were made from 0° to 25°. For all of the cases considered, the number of tubes were varied from the nose to the rear section of the guard-rail (as shown in the figures) to accommodate the variation in bending moment such that the stresses remain reasonably constant. From an analysis of the results shown in Figures 3A to 3F, it is clear that there are many factors to be considered in selecting the optimum design or the optimum configuration for a particular application. In order to provide additional details of the performance characteristics of the TOR-SHOK barrier, TABLE I was prepared. The calculations are made on the basis that the input energy is equivalent to arresting a 4,000 pound vehicle impacting at 60 mph. It must also be understood that for this condition a certain amount of energy will be absorbed by the vehicle since it cannot remain completely intact during the impact. Based on the crash tests conducted under CPR-11-4629, the barrier absorbed approximately 72% of the energy. The results of TABLE I indicate that variations in abutment width can best be accommodated by varying the nose angle for a given nose radius of 31 inches. It is also clear that the energy absorption remains fairly constant over the range of nose angles from 0° to 25°. However, the weight of the barrier has a definite tendency to increase as the nose angle is increased beyond 10° to 15°. The primary reason for this requirement, is that as the nose angle is increased, the inertia loading becomes greater in a direction to cause severe bending moments in the nose section of the barrier which must be accommodated by increasing the structural capability of the barrier tubes and consequently the weight of the barrier. Review of TABLE I also indicates that the loading in each of the TOR-SHOK attenuators are consistent for the front, middle, and rear attenuators, as well as for the first, second and third stages. Note, however, that as the nose angle increases the length of the TOR-SHOKs for the middle and the rear become quite large in order to retain reasonable stresses in the nose section of the elliptical tubes. The additional cost due to an increase in TOR-SHOK lengths is far less than the cost for higher yield strength elliptical barrier tubes.



15 NOSE

(σ_y = 100,000 psi)

Figure 3D

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SRL. YU

In order to illustrate the significant results of the detailed information given in TABLE I, Figure 4 was prepared to summarize the results of the parametric study involving the total weight of the barrier, its relative cost, and the energy absorption capability of the barrier. The results are shown in Figure 4 for the case of an elliptical tubing with a yield strength of 100,000 psi, as well as for comparison purposes, barrier tubes with a yield strength of 150,000 psi. (For the preliminary design shown in Figures 1 and 2, the configuration is noted to be a high-stress nose section which for this case corresponds to the yield stress of 150,000 psi.) Examination of Figure 4 indicates that in general, the energy absorption capability of the barrier remains fairly constant; however, the relative cost tends to increase slightly up to approximately a 20° nose angle. Beyond this nose angle, the weight and the relative cost start to increase rather rapidly. If the weight is a problem beyond 25°, it is recommended that in order to keep the weight below a prescribed value, say 800 pounds, then a high-stress material for the barrier tubes must be used. To illustrate this effect, a weight comparison is shown in Figure 4 at approximately 15° and 25° nose angles for the two yield strength barriers selected. Although the advantages of a high yield stress are obvious, the addendant increase in cost is also obvious as shown in Figure 4. Thus, it appears that up to 25° of nose angle, it is recommended that unless unusual circumstances are warranted, the TOR-SHOK barriers can be designed adequately with elliptical type tubing having a yield stress of approximately 100,000 psi.

TABLE I A

SUMMARY OF PERFORMANCE CHARACTERISTICS FOR TOR-SHOK BARRIER (NOSE SECTION) FOR 4000 LB. VEHICLE AT 60 MPH

(σ_y = 100,000 psi)

AR41 pg. 11

D-0038

						SYSTEM TESTED		
NOSE ANGLE (DEGREE)			0	5	10	15	20	25
ABUTMENT WIDTH (INCHES)			24	36	46	50	52	54
INITIAL LENGTH (INCHES)		Front	144.25	143.75	141.25	141.25	140.75	140.75
		Middle	51.50	52.125	52.50	76.00	91.875	92.875
		Rear	52.00	53.25	55.00	78.00	94.375	95.25
ATTENUATOR FORCE, LB.	FIRST STAGE	Front	1600	1600	1500	1500	1500	1500
		Middle	2600	2600	2500	2600	2500	2500
		Rear	·2600	2600	2500	2600	2500	2500
	SECOND STAGE	Front	2600	2600	2500	2600	2500	2500
		Middle	4200	4400	4800	4700	4000	4500
		Rear	4200	4400	4800	4700	4000	4500
	THIRD STAGE	Front	4200	4400	4800	4700	4000	4500
		Middle	5900	6700	7400	6350	6450	6800
		Rear	5900	6700	7400	6350	6450	6800
STROKE IN.	FIRST STAGE	Front	33.00	32.00	32.00	31.00	30.00	30.00
		Middle	31.00	28.625	31.125	29.75	28.75	27.75
		Rear	31.25	29.50	30.125	29.25	28.375	27.50
	SECOND STAGE	Front	32.00	32.00	32.00	31.00	31.00	31.00
		Middle	31.50	32.50	30.75	29.875	28.875	25.375
		Rear	31.50	31.50	29.625	29.375	27.875	24.375
	THIRD STAGE	Front	30.50	31.00	28.125	30.50	31.00	31.00
		Middle	29.375	31.00	29.625	31.875	32.875	35.375
		Rear	29.25	30.75	29.75	31.875	32.875	35.375
STAGE LENGTH, IN.	FIRST STAGE	Front	111.25	111.75	109.25	110.25	110.75	110.75
		Middle	82.50	80.75	83.625	105.75	120.625	120.625
		Rear	83.25	82.75	85.125	107.25	122.75	122.75
	SECOND STAGE	Front	79.25	79.75	77.25	79.25	79.75	79.75
		Middle	114.00	113.25	114.375	135.625	149.50	146.00
		Rear	114.75	114.25	114.75	136.625	150.625	147.125
	THIRD STAGE	Front	48.75	48.75	48.75	48.75	48.75	48.75
		Middle	143.375	144.25	144.00	167.50	182.375	181.375
		Rear	144.00	145.00	144.50	168.50	183.50	182.50
ENERGY ABSORPTION (%)			72.9	77.2	79	76.6	76.5	76.5
TOTAL WEIGHT (LB.)			798	794	794	845	897	1122

Fig. (4) Parametric Study of TOR-SHOK Barrier (Nose Section) for 4000 lb. Vehicle at 60 mph

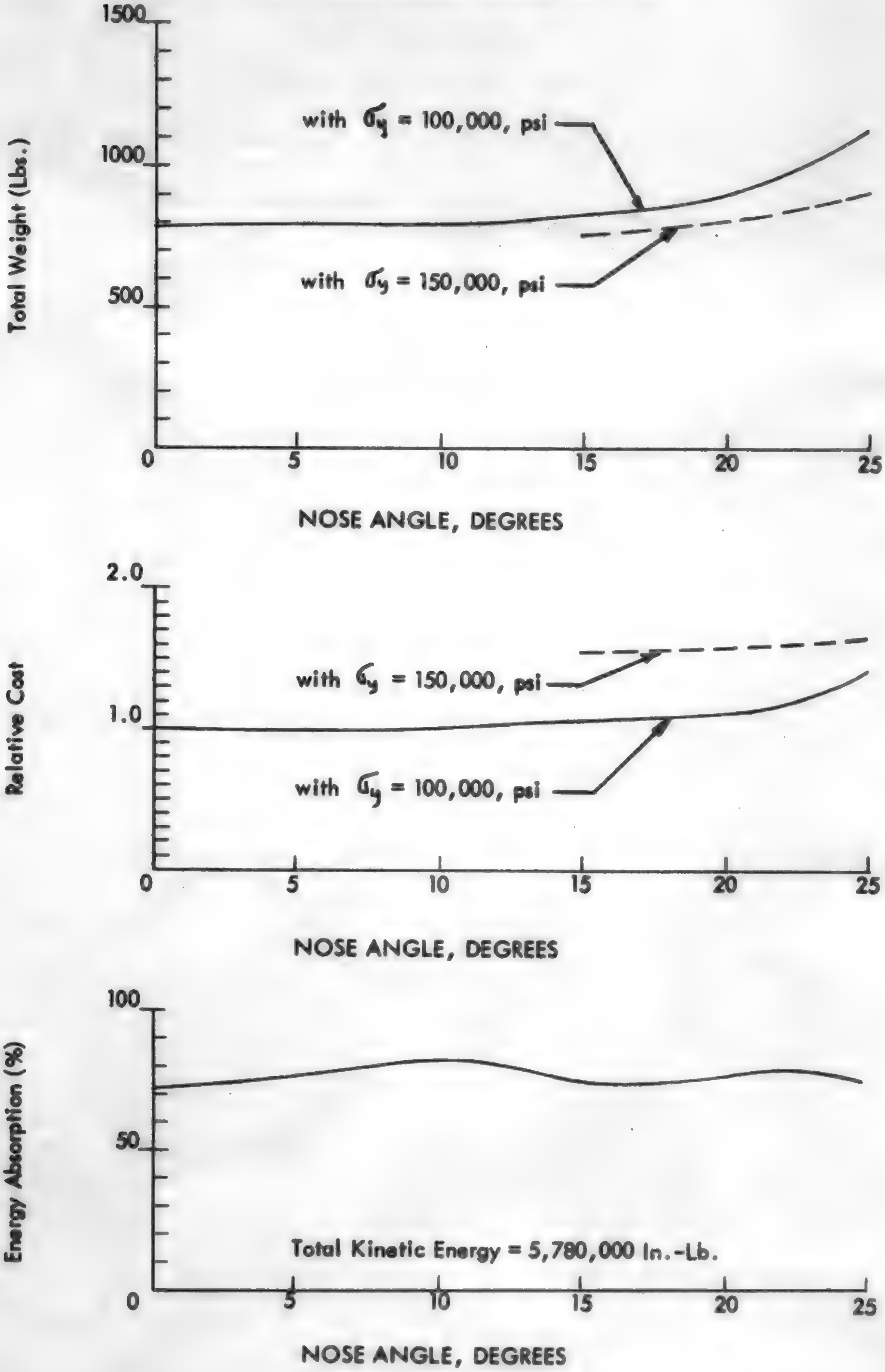
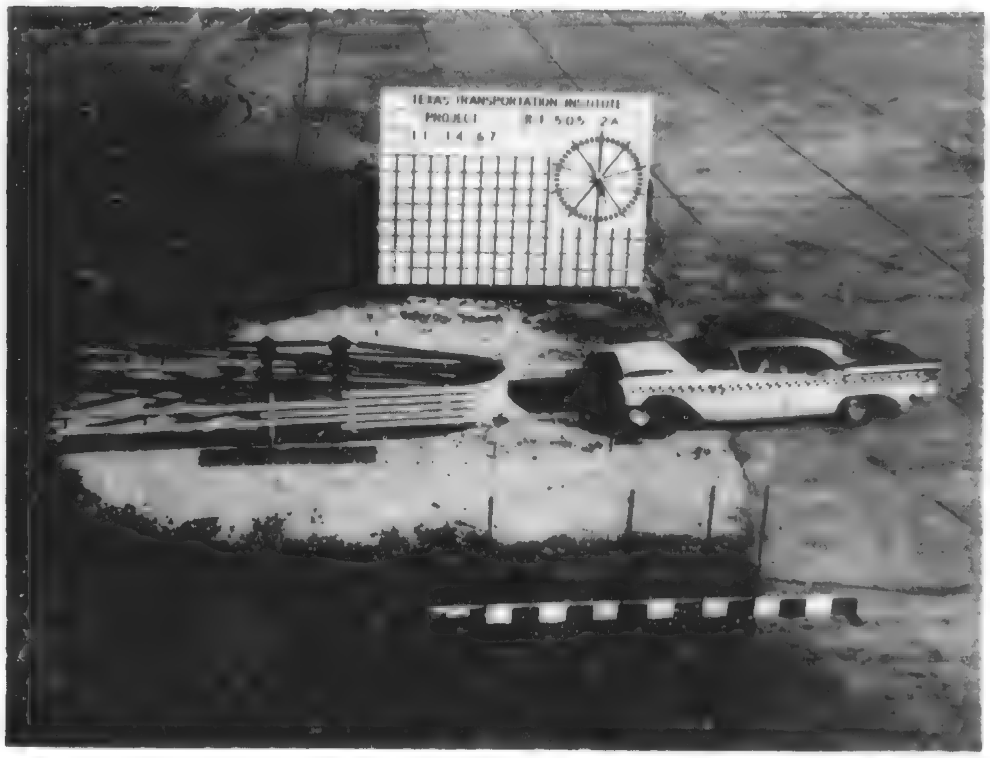


TABLE 1B.- SUMMARY OF CRASH TEST DATA FROM HIGH-SPEED FILM AND ELECTROMECHANICAL DEVICES FOR ARA TORSHOK BARRIERS, RF505-2A, 2B, 2C, and 2D.

TEST NUMBER	A	B	C	D
VEHICLE	1957 Olds. 4dr. Sed., 4600 lbs.	1957 Austin 4dr. Sed., 2520 lbs.	1960 Buick 4dr. Sed., 4940 lbs.	1957 Cad. 2 dr. Hdtp., 5000 lbs.
ANGLE OF IMPACT	0°	0°	0°	30°
FILM DATA				
Velocity (mph)	34.1	53.5	59.4	49.9
Velocity (fps)	50.0	78.8	87.1	73.3
Velocity Change (mph)	37.1	53.5	59.4	49.9
Velocity Change (fps)	54.4	78.5	87.1	73.3
Average Deceleration (g's)	6.6	12.3	9.9	8.1
Peak Deceleration (g's)	29.4	42.1	30.3	60.7
Duration of Impact (sec.)	0.237	0.198	0.273	0.280
Stopping Distance (ft.)	5.90	7.21	12.87	13.96
ELECTROMECHANICAL DATA				
Peak Deceleration (g's)				
Frame Accelerometer	13-14 (long.)	26-27 (long.)	20-21 (long.)	28-30 (long.)
Dummy Accelerometer	12-13 (long.)	33 (long.)	20 (long.)	28-30 (long.)
	11-12 (vert.)	10 (vert.)	19 (vert.)	8 (vert.)
	2-3 (trans.)	4-6 (trans.)	4-6 (trans.)	14-16 (trans.)
Peak Seatbelt Force (lbs.)	No Data	2000	1400	No Data
Duration of Impact (sec.)	0.257	0.242	0.343	0.300
OBSERVATIONS				
Vehicle Deformation (ft.)	1.42	1.88	1.75	1.83
Barrier Deformation (ft.)	4.48	5.33	11.12	12.13
Vehicle Damage	Minor	Severe	Moderate	Severe
TORSHOK Damage	Re-usable	Re-usable	Severe	Severe



CONDITIONS AFTER TEST (VEHICLE STRUCK BARRIER HEAD-ON)

TABLE 2B.
Summary of High-speed Film Crash Test Data

Test 505-2A ARA Torshok Barrier 15° Nose Angle

Vehicle Weight = 4600 lb. (1957 Olds, 4 dr. Hdtp.)

Vehicle Velocity = 34.1 mph or 50 fps

Change in Velocity = 37.1 mph or 54.4 fps

Average Deceleration = 6.6 g's

Peak Deceleration = 29.4 g's (7.28 msec.)

Duration of Impact = 0.237 sec.

Stopping Distance = 5.90 ft.

Remarks: Minor Damage to Vehicle, behavior was very good.

Vehicle Deformation 1.42 ft. Barrier Deformation 4.48 ft.

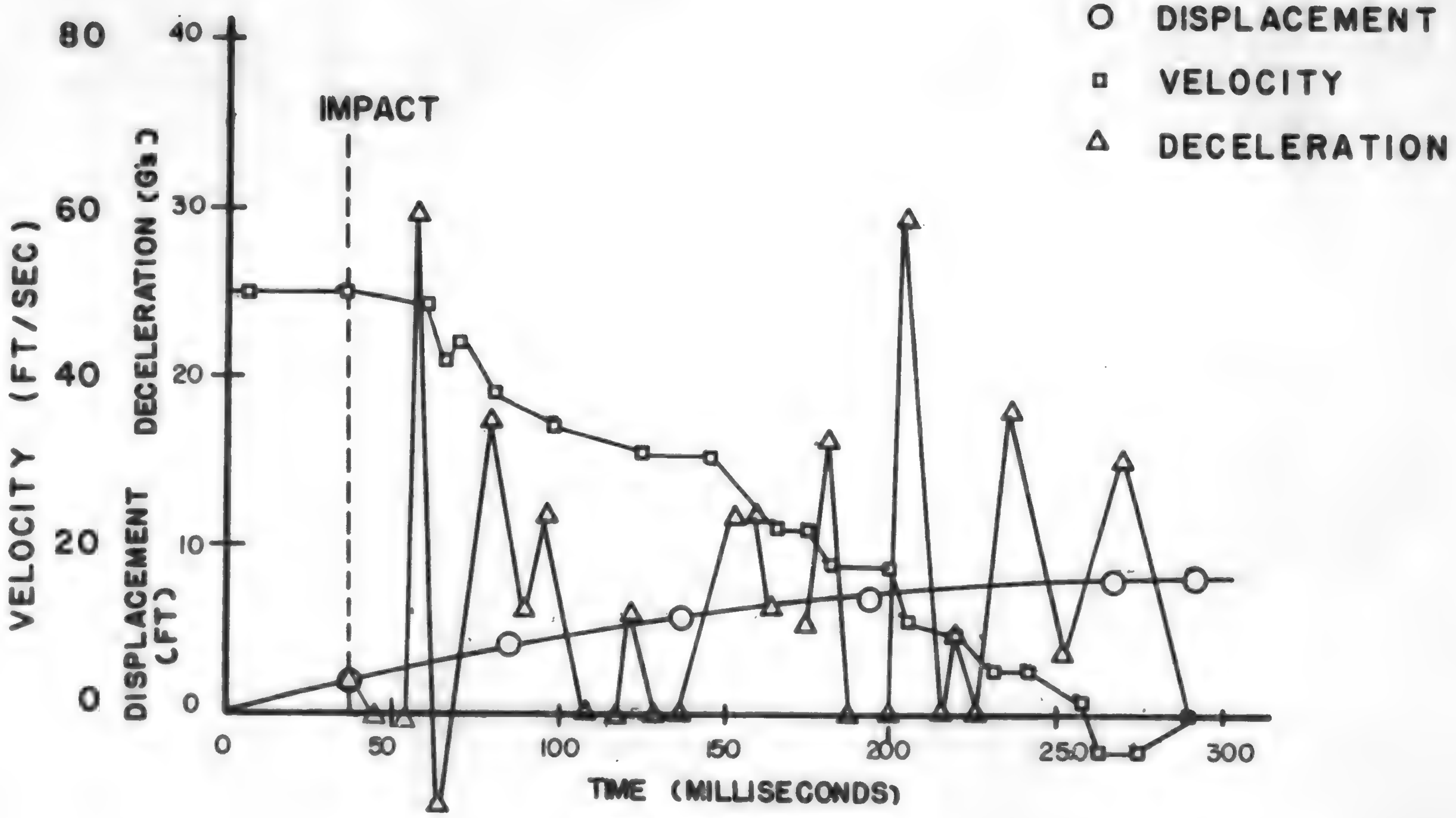


FIGURE IB. DISPLACEMENT, VELOCITY, AND DECELERATION VS. TIME CURVES FOR TEST 505-2A

TABLE 3B.

TEST RF 505-2A

ARA TORSHOK BARRIER 15° NOSE ANGLE

1957 OLDS., 4 DOOR HARDTOP, 4600 LB.

HIGH SPEED FILM DATA

Time	Displacement	Velocity	Deceleration	
Milliseconds	ft	ft/sec	ft/sec^2	g's
0	0		0	0
		49.5		
7.28	0.36		0	0
		49.5		
14.56	0.72		0	0
		49.5		
21.84	1.08	50.0 avg.	0	0
		50.8		
36.40 Impact	1.82		69	2.1
		49.5		
43.68	2.18		0	0
		49.5		
50.96	2.54		0	0
		49.5		
58.24	2.90		948	29.4
		42.6		
65.52	3.21		-179	-5.6
		43.9		
72.80	3.53		179	5.6
		42.6		
80.08	3.84		563	17.5
		38.5		
87.36	4.12		192	6.0
		37.1		
94.64	4.39		385	12.0
		34.3		
101.92	4.64		179	5.6
		33.0		
109.20	4.88		0	0
		33.0		
116.48	5.12		0	0
		33.0		
123.76	5.36		192	6.0
		31.6		
131.04	5.59		0	0
		31.6		
138.32	5.82		0	0
		31.6		
145.60	6.05		192	6.0
		30.2		
152.88	6.27		371	11.5
		27.5		

(continued on next page)

TABLE 3B.

TEST RF 505-2A (continued)

Time	Displacement	Velocity	Deceleration	
Milliseconds	ft	ft/sec	ft/sec^2	g's
160.16	6.47		385	12.0
		24.7		
167.44	6.65		192	6.0
		23.3		
174.72	6.82		179	5.6
		22.0		
182.00	6.98		563	17.5
		17.9		
189.28	7.11		0	0
		17.9		
196.56	7.24		0	0
		17.9		
203.84	7.37		948	29.4
		11.0		
211.12	7.45		0	0
		11.0		
218.40	7.53		134	4.2
		9.9		
227.50	7.62		0	0
		9.9		
236.60	7.71		604	18.8
		4.4		
245.70	7.75		361	11.2
		1.1		
254.80	7.76		121	3.8
		0		
263.90	7.76		483	15.1
		-4.4		
273.00	7.72		0	0
		-4.4		
282.10	7.68		0	0

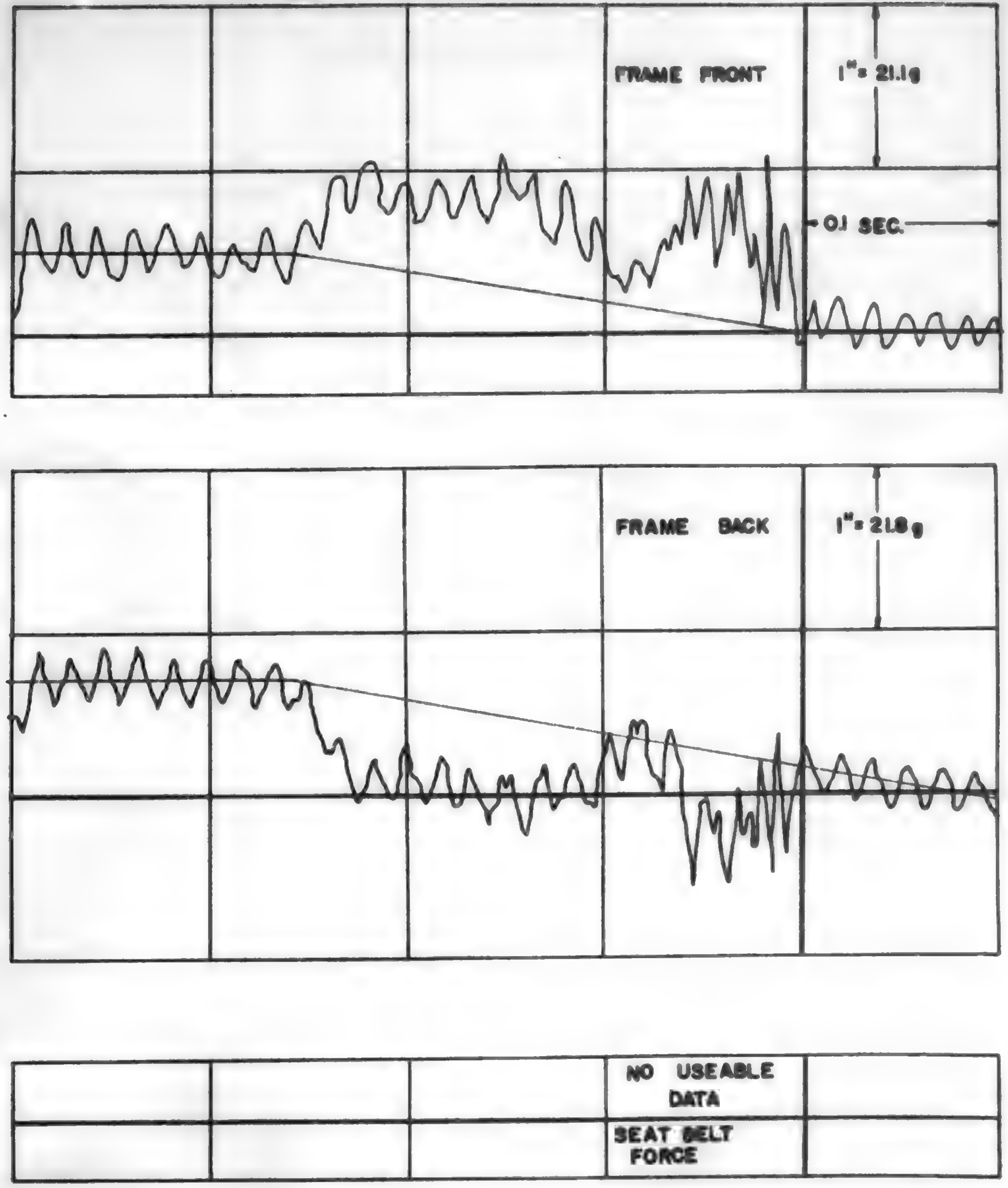


FIGURE 2B. TEST 505 2A FRAME ACCELEROMETER DATA & SEAT BELT FORCE

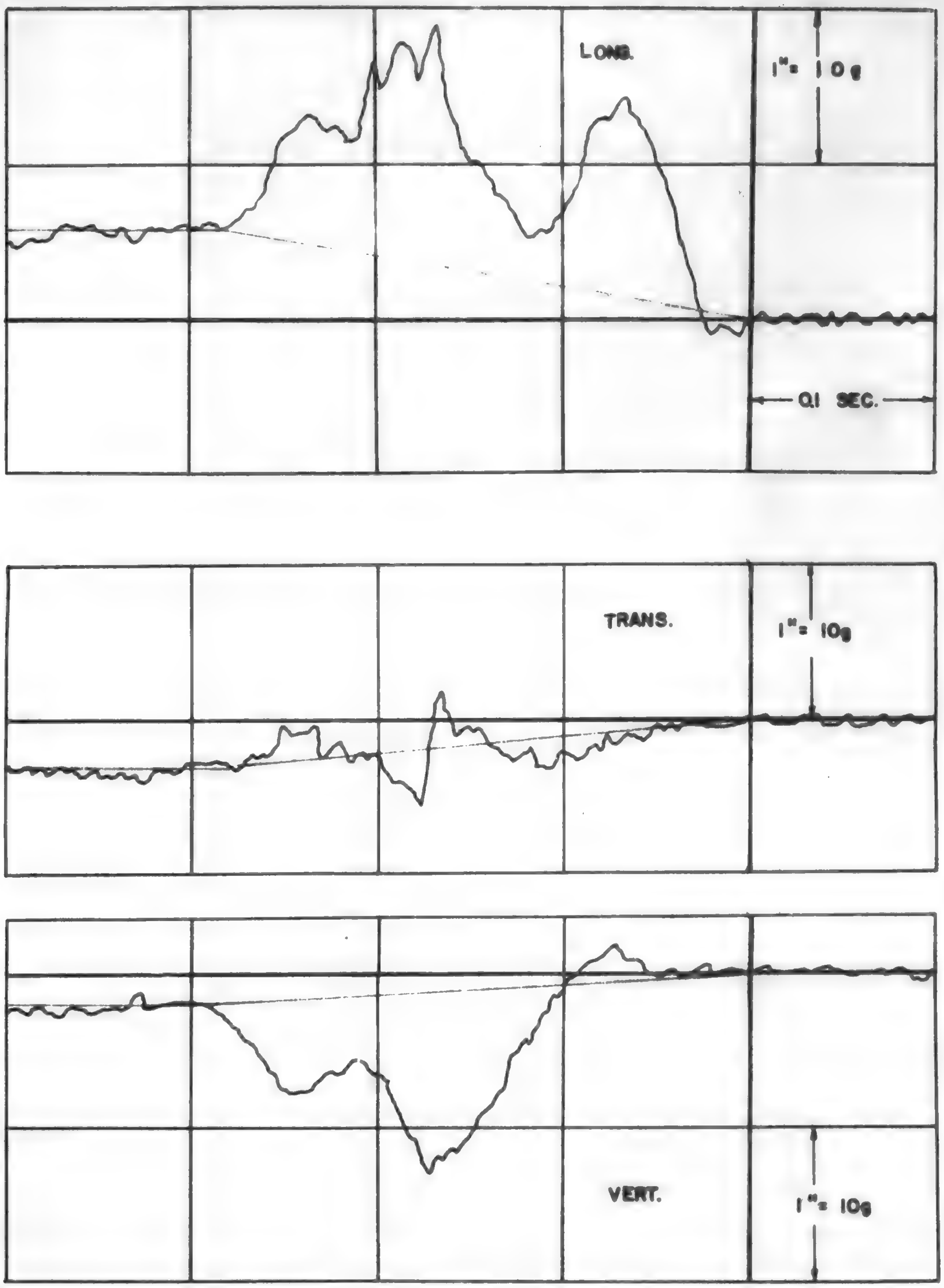
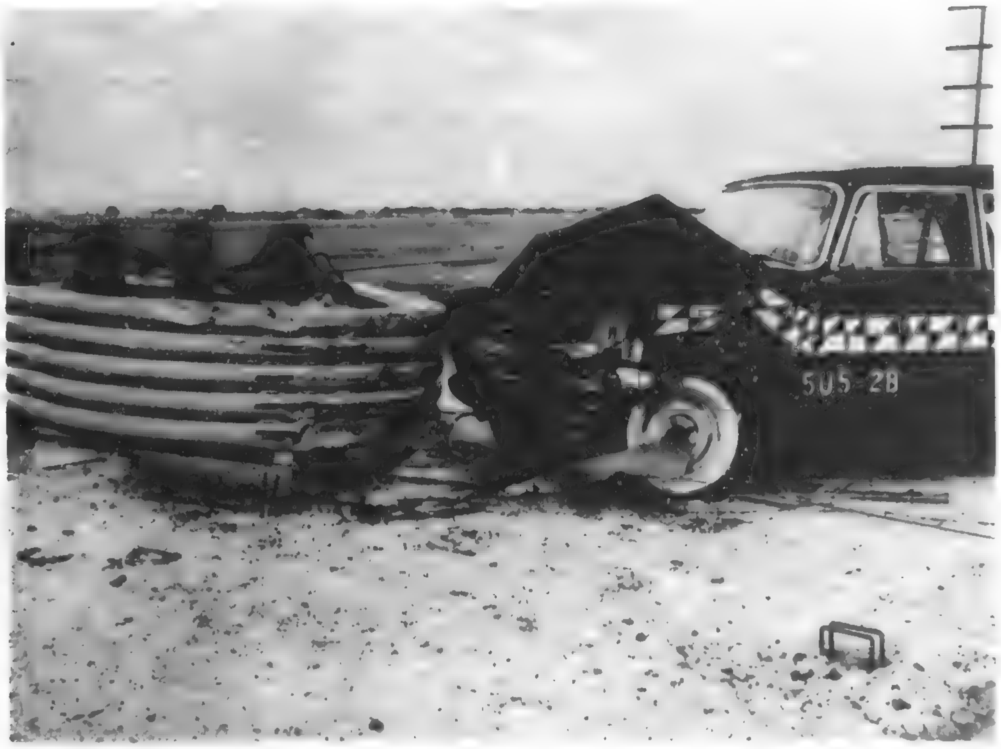


FIGURE 3B. TEST 505 2A DUMMY ACCELEROMETER DATA



CONDITIONS AFTER TEST (VEHICLE STRUCK BARRIER HEAD-ON)

TABLE 4B.
Summary of High-speed Film Crash Test Data

Test 505-2B ARA Torshok Barrier 15° Nose Angle

Vehicle Weight = 2520 lb. (1960, Austin, 4-Door Sedan)

Vehicle Velocity = 53.5 mph or 78.5 fps

Change in Velocity = 53.5 mph or 78.5 fps

Average Deceleration = 12.3 g's

Peak Deceleration = 42.1 g's (9 msec.)

Duration of Impact = 0.198 sec.

Stopping Distance = 7.21 ft.

Remarks: Damage to Vehicle Severe. Vehicle Deformation 1.88 ft.
Barrier Deformation 5.33 ft.

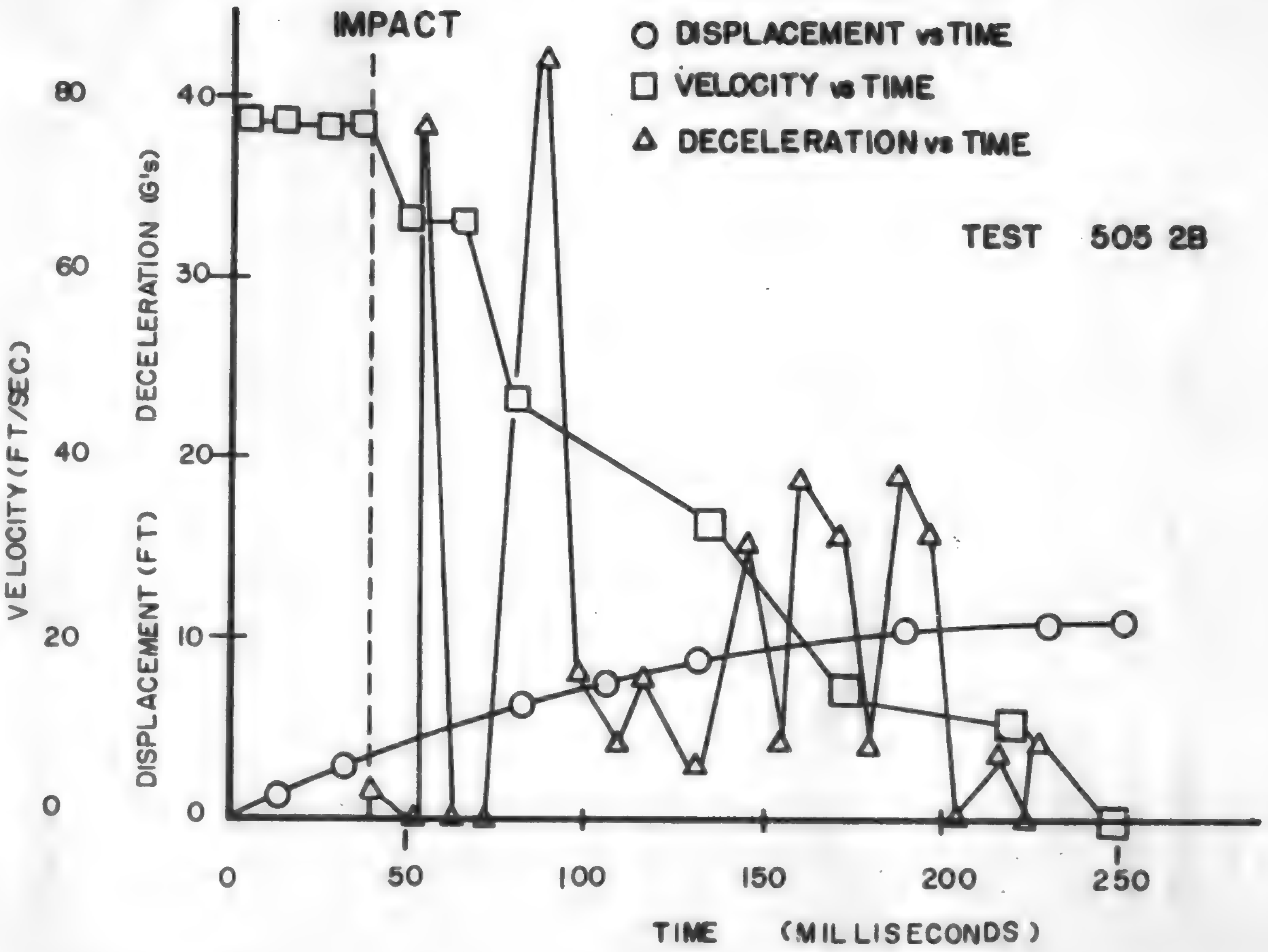


FIGURE 4B. DISPLACEMENT, VELOCITY, AND DECELERATION VS. TIME FOR TEST 505-2B

TABLE 5B.

TEST RF 505-2B

ARA TORSHOK BARRIER 15° NOSE ANGLE

1960 AUSTIN, 4 DOOR SEDAN, 2520 LB.

HIGH SPEED FILM DATA

Time		Displacement	Velocity		Deceleration	
Milliseconds		ft	ft/sec		ft/sec^2	g's
0		0			0	0
			78.9			
9.0		.71			0	0
			78.9			
18.0		1.42		78.5 avg.	0	0
			77.8			
27.0		2.12			0	0
			78.9			
36.0		2.83			0	0
			77.8			
45.0	Impact	3.53			78	2.4
			77.8			
54.0		4.23			1232	38.3
			66.7			
63.0		4.83			0	0
			66.7			
72.0		5.43			0	0
			66.7			
81.0		6.03			867	26.9
			58.9			
90.0		6.56			1355	42.1
			46.7			
99.0		6.98			256	8.0
			44.4			
108.0		7.38			122	3.8
			43.3			
117.0		7.77			245	7.6
			41.1			
126.0		8.14			122	3.8
			40.0			
135.0		8.50			122	3.8
			38.9			
144.0		8.85			489	15.2
			34.5			
153.0		9.16			133	4.1
			33.3			
162.0		9.46			612	19.0
			27.8			
171.0		9.71			500	15.5
			23.3			
180.0		9.92			122	3.8
			22.2			
189.0		10.12			612	19.0
			16.7			
198.0		10.27			500	15.5
			12.2			

(continued on next page)

TABLE 5B.

TEST RF 505-2B (continued)

Time	Displacement	Velocity	Deceleration	
Milliseconds	ft	ft/sec	ft/sec^2	g's
207.0	10.38		0	0
		12.2		
216.0	10.49		122	3.8
		11.1		
225.0	10.59		0	0
		11.1		
234.0	10.69		612	19.0
		5.6		
243.0	10.74		622	19.3
		0		
252.0	10.74		0	0

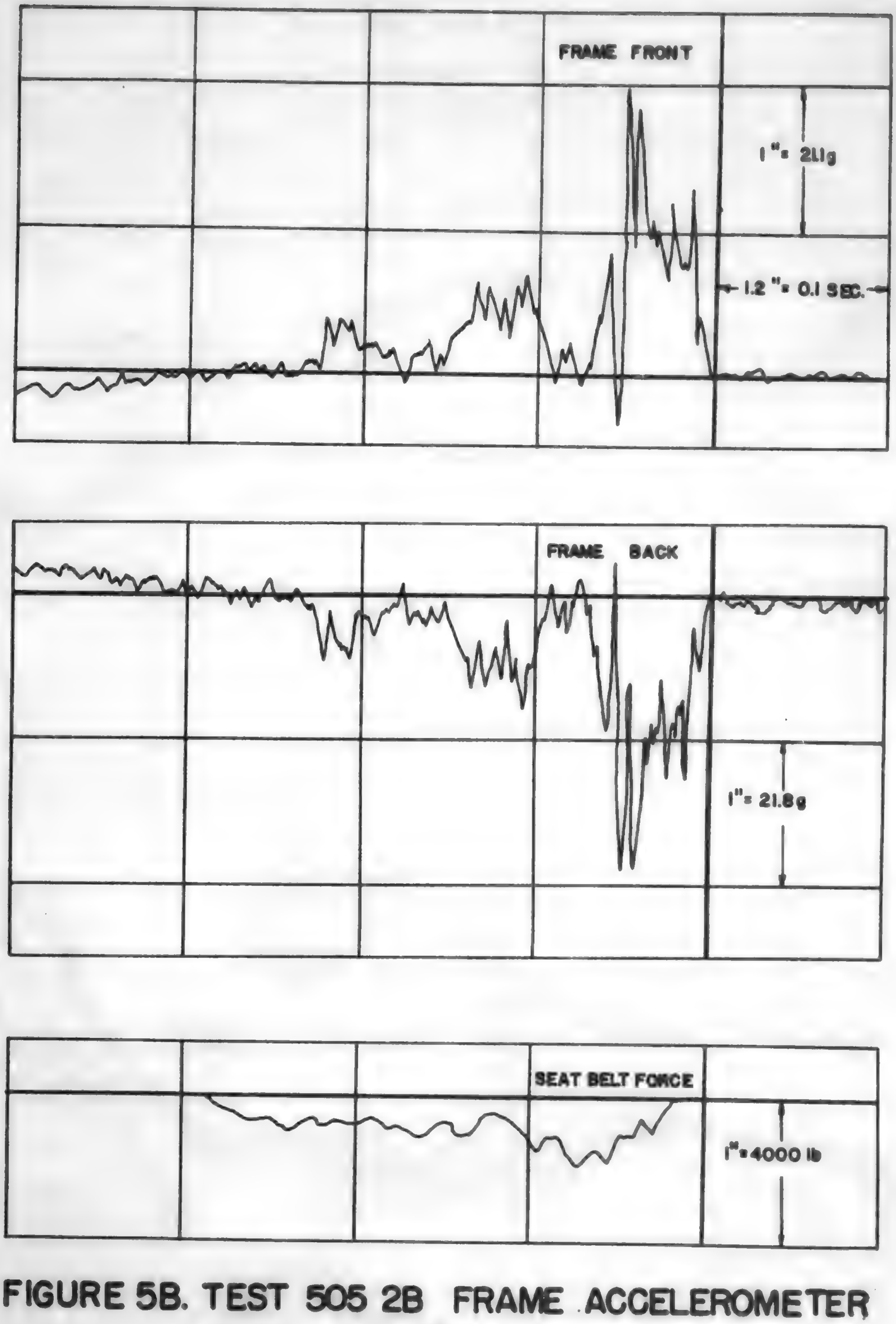


FIGURE 5B. TEST 505 2B FRAME ACCELEROMETER DATA & SEAT BELT FORCE

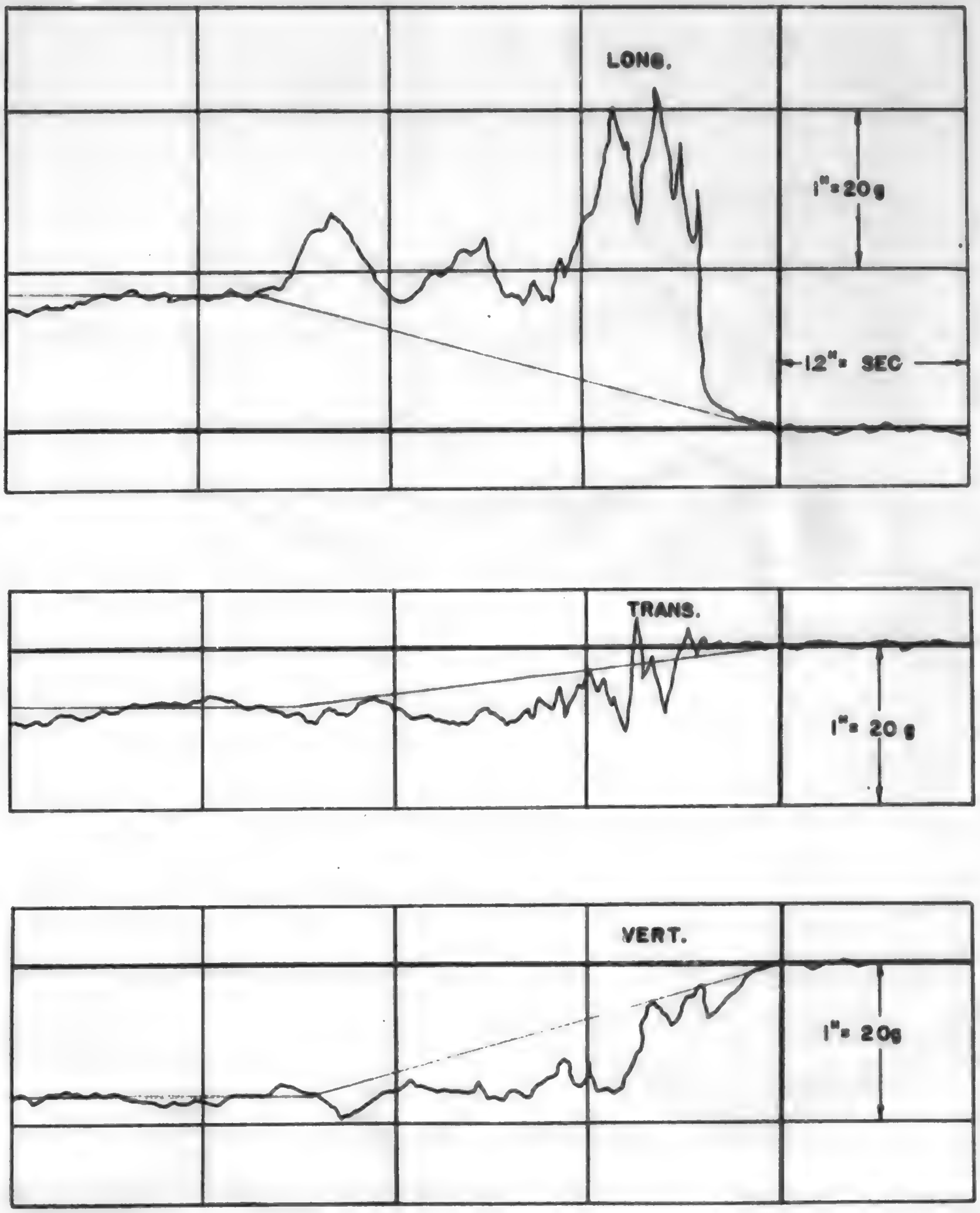
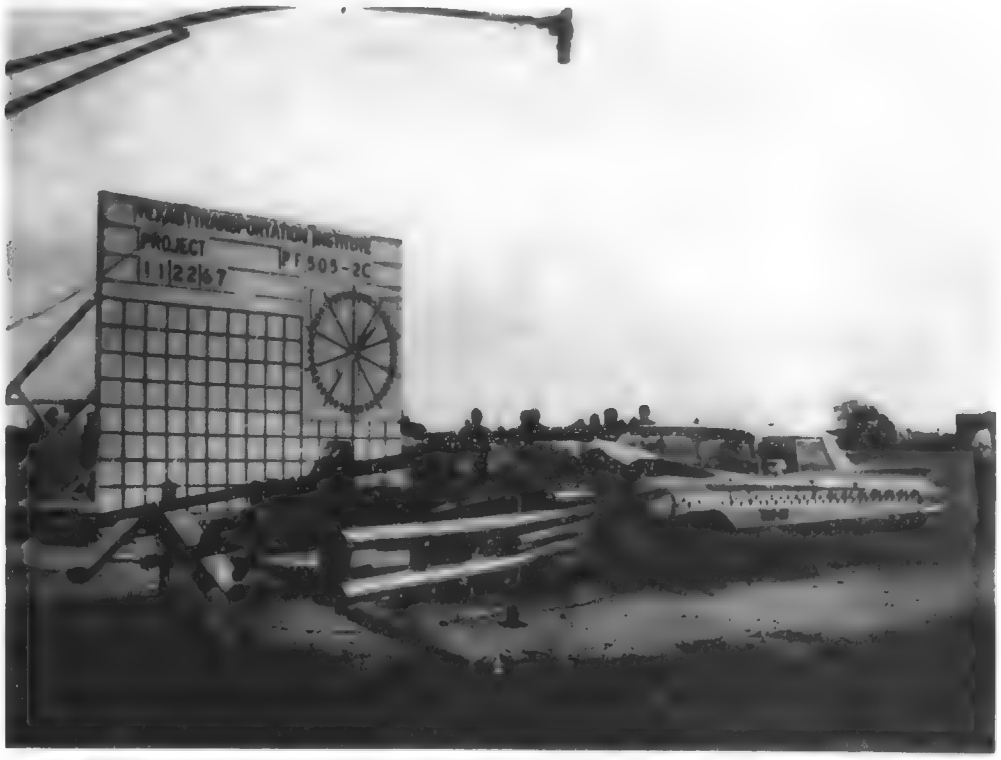


FIGURE 6B. TEST 505 2B DUMMY ACCELEROMETER DATA



CONDITIONS AFTER TEST (VEHICLE STRUCK BARRIER HEAD-ON)

TABLE 6 B.
Summary of High-speed Film Crash Test Data

Test 505-2C ARA **Torshok Barrier 15° Nose Angle**

Vehicle Weight = 4940 lb. (1960 Buick, 4-Door Sedan)

Vehicle Velocity = 59.4 mph or 87.1 fps

Change in Velocity = 59.4 mph or 87.1 fps

Average Deceleration = 9.9 g's

Peak Deceleration = 30.3 g's (12.4 msec.)

Duration of Impact = 0.273 sec.

Stopping Distance = 12.87 ft.

Remarks: Damage to Vehicle Moderate. Vehicle Deformation 1.75 ft.

Barrier Deformation 11.12 ft. Barrier Severely Damaged.

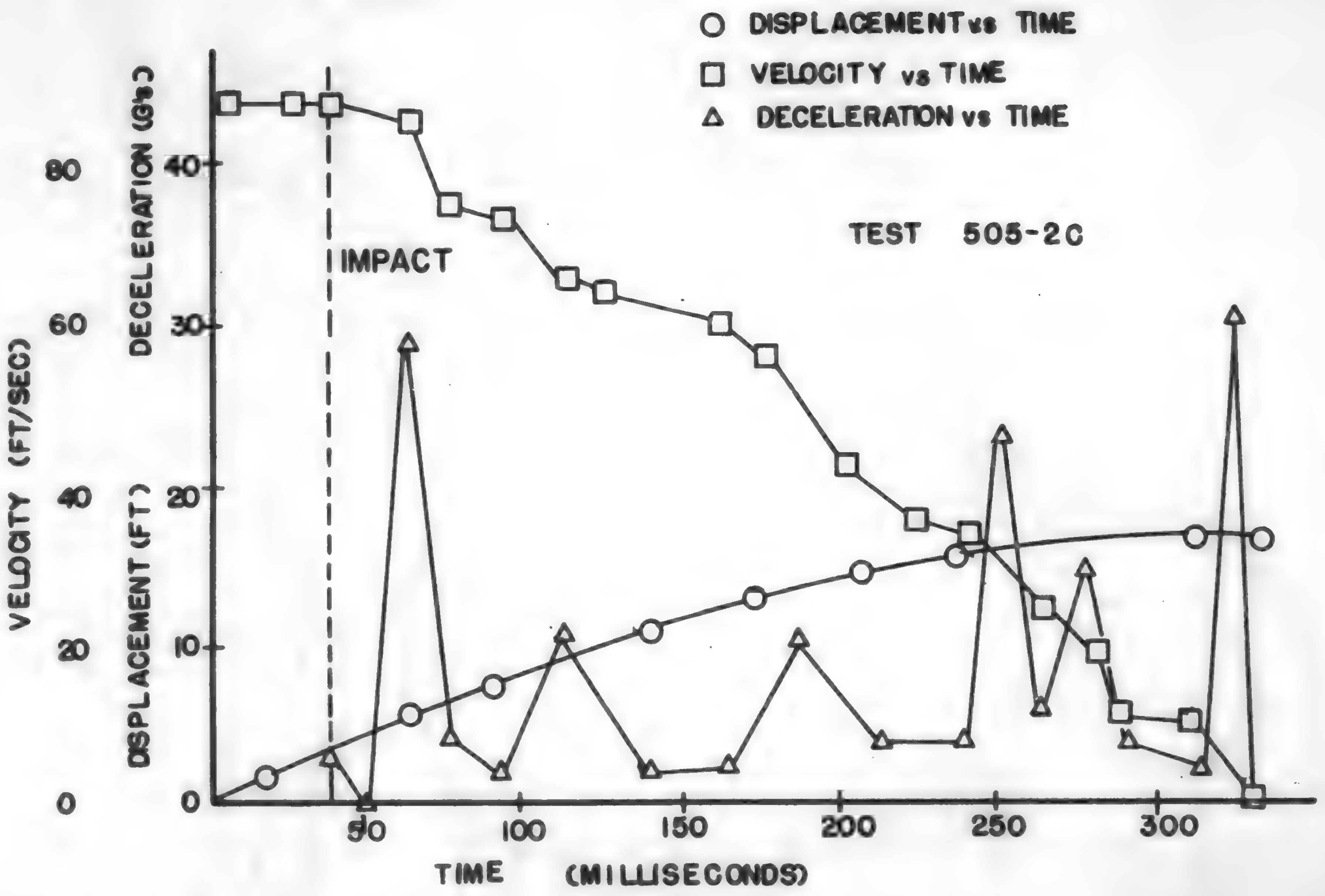


FIGURE 7B. DISPLACEMENT, VELOCITY, AND DECELERATION VS. TIME FOR TEST 505-2C

TABLE 7 B.

TEST RF 505-2C

ARA TORSHOK BARRIER 15° NOSE ANGLE

1960 BUICK, 4 DOOR SEDAN, 4940 LB.

HIGH SPEED FILM DATA

Time	Displacement	Velocity	Deceleration	
Milliseconds	ft	ft/sec	ft/sec^2	g's
0	0		0	0
		87.1		
12.4	1.08		0	0
		87.1		
24.8	2.16		9	0
		87.1		
37.2 Impact	3.24		137	4.3
		85.4		
49.6	4.30		0	0
		85.4		
62.0	5.30		902	28.0
		74.2		
74.4	6.28		129	4.0
		72.6		
86.8	7.18		65	2.0
		71.8		
99.2	8.07		177	5.5
		68.6		
111.6	8.92		331	10.3
		64.5		
124.0	9.72		258	8.0
		61.3		
136.4	10.48		65	2.0
		60.5		
148.8	11.23		387	12.0
		55.7		
161.20	11.92		73	2.3
		54.8		
173.60	12.60		226	7.0
		42.0		
186.0	13.12		331	10.3
		37.9		
198.4	13.59		194	6.0
		35.5		
210.8	14.03		129	4.0
		33.9		
223.2	14.45		129	4.0
		32.3		
235.6	14.85		653	20.3
		24.2		
248.0	15.15		194	6.0
		21.8		
260.4	15.42		460	14.3
		16.1		
272.8	15.62		129	4.0

(continued on next page)

TABLE 7B.

TEST RF 505-2C (continued)

Time	Displacement	Velocity	Deceleration	
Milliseconds	ft	ft/sec	ft/sec^2	g's
		14.5		
285.2	15.80		129	4.0
		12.9		
297.6	15.96		65	2.0
		12.1		
310.0	16.11		975	30.3
		0		
322.4	16.11		0	0
		0		
334.8	16.11		0	0

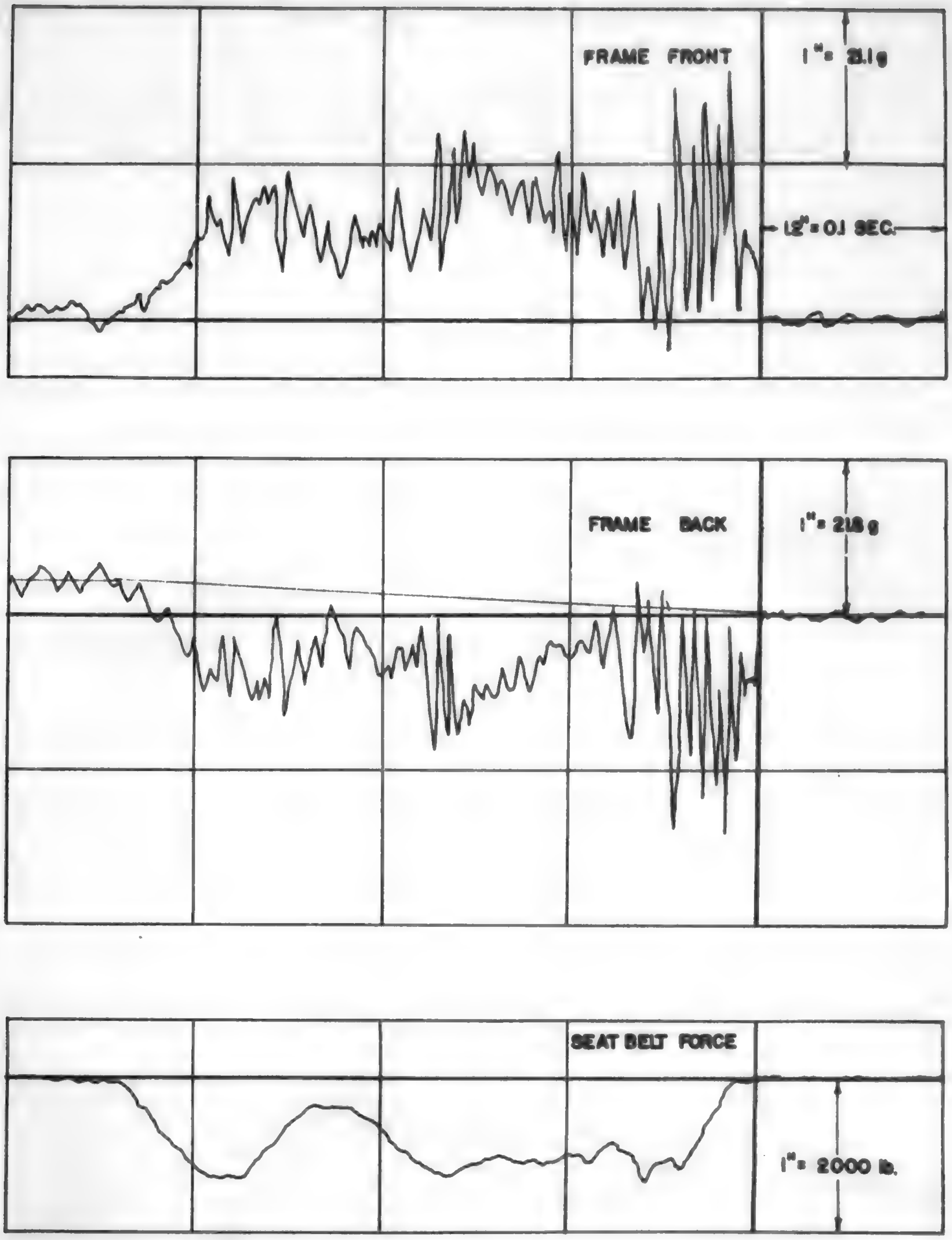


FIGURE 8B. TEST 505 2C FRAME ACCELEROMETER & SEAT BELT FORCE

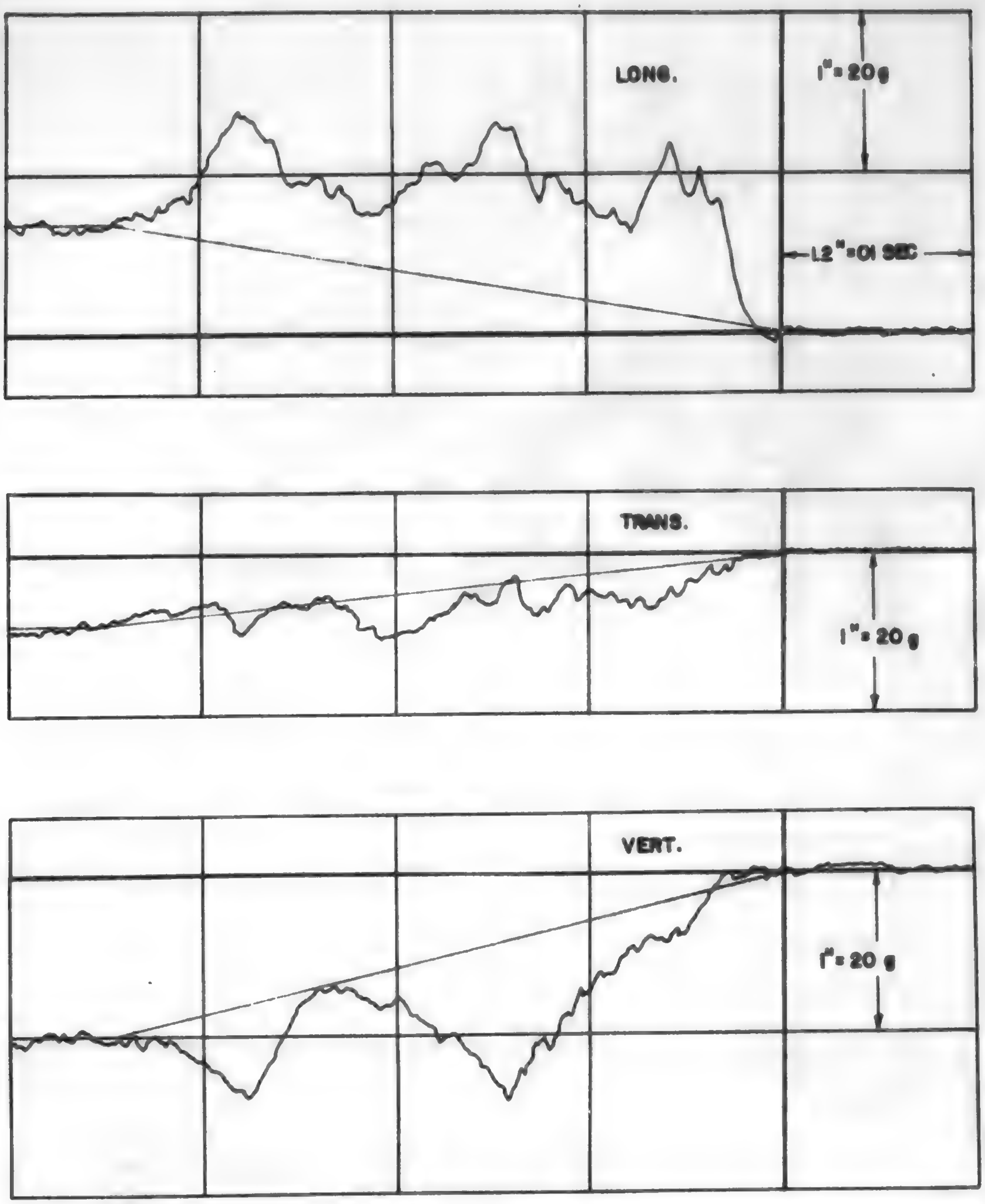
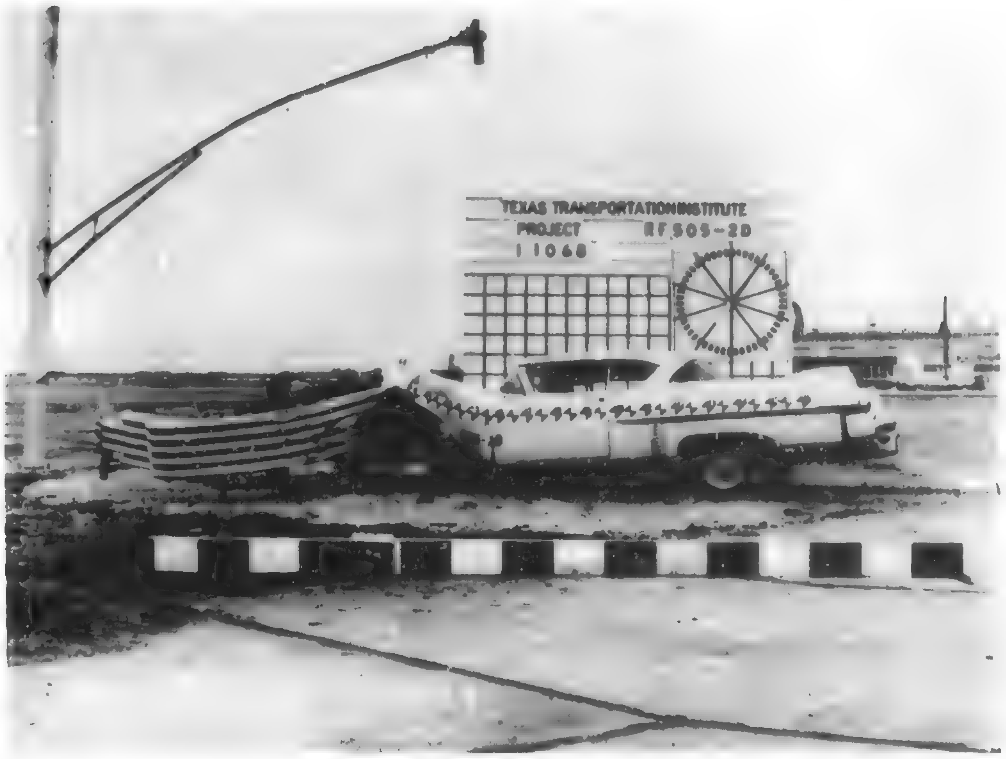


FIGURE 9B. TEST 505 2C DUMMY ACCELEROMETER DATA



CONDITIONS AFTER TEST (ANGLE OF IMPACT = 30°)

Table 8B.
Summary of High-speed Film Crash Test Data

Test 505-2D ARA Torshok Barrier 15° Nose Angle

Vehicle Weight = 5000 lb. (1957 Cadillac, 2 door hardtop)

Vehicle Velocity = 73.3 fps or 49.9 mph

Change in Velocity = 73.3 fps or 49.9 mph

Average Deceleration = 8.1 g's

Peak Deceleration = 60.7 g's (9.35 msec.)

Duration of Impact = 0.280 sec.

Stopping Distance = 13.96 ft. (Longitudinal movement of vehicle)

Remarks: Damage to Vehicle Severe. Vehicle Deformation 1.83 ft.

Barrier Deformation 12.13 ft. Barrier Almost Total Loss.

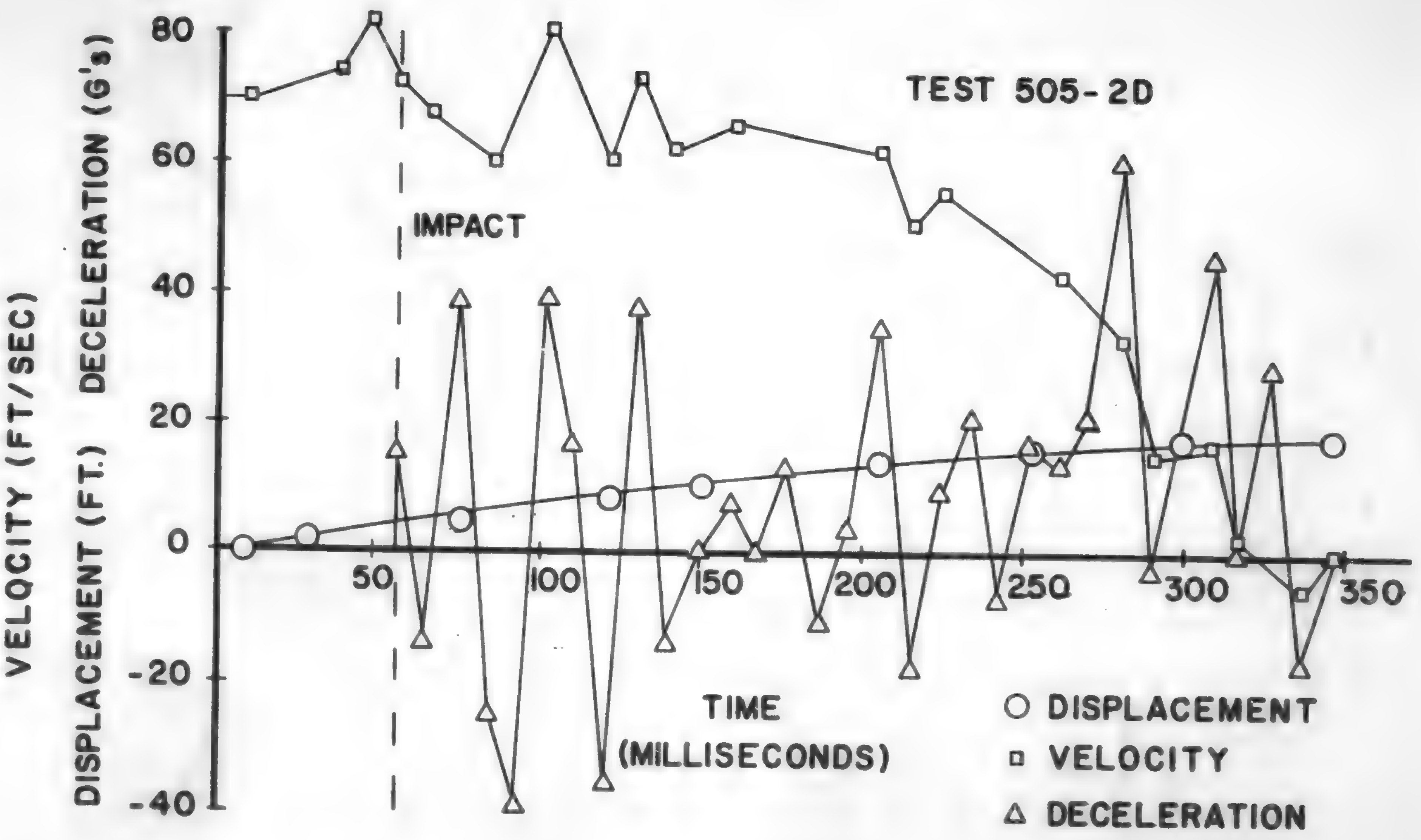


FIGURE 10B. DISPLACEMENT, VELOCITY, AND DECELERATION VS. TIME FOR TEST 505-2D

TABLE 9B.

TEST RF 505-2D

ARA TORSHOK BARRIER 15° NOSE ANGLE

1957 CADILLAC, 2-DOOR HARDTOP, 5000 LB.

HIGH SPEED FILM DATA

Time Milliseconds	Displacement ft	Velocity ft/sec		Deceleration ft/sec^2	g's
		70.6			
9.35	0.66				
		69.5			
18.70	1.31				
		69.5			
28.05	1.96				
		74.9	73.3 Avg.		
37.40	2.66				
		82.5			
46.75	3.43			0	0
		72.8			
56.10 Impact	4.11			514	16.0
		68.5			
65.45	4.75			-460	-14.3
		72.8			
74.80	5.43			1273	39.6
		60.9			
84.15	6.00			-814	-25.3
		68.5			
93.50	6.64			-1262	-39.2
		80.3			
102.85	7.39			1262	39.2
		68.5			
112.20	8.03			568	17.6
		63.2			
121.55	8.62			-1134	-36.2
		73.8			
130.90	9.31			1250	38.9
		62.1			
140.25	9.89			-460	-14.3
		66.4			
149.60	10.51			0	0
		66.4			
158.95	11.13			235	7.3
		64.2			
168.30	11.73			0	0
		64.2			
177.65	12.33			460	14.3
		59.9			

(continued on next page)

TABLE 9B.

TEST RF 505-2D
(Continued)

Time Milliseconds	Displacement ft	Velocity ft/sec	Deceleration ft/sec^2	g's
187.00	12.89		-353	-11.0
		63.2		
196.35	13.48		128	4.0
		62.0		
205.70	14.06		1145	35.6
		51.3		
215.05	14.54		-578	-17.9
		56.7		
224.40	15.07		342	10.6
		53.5		
233.75	15.57		685	21.3
		47.1		
243.10	16.01		-225	- 7.0
		49.2		
252.45	16.47		578	17.9
		43.8		
261.80	16.88		450	14.0
		39.6		
271.15	17.25		685	21.3
		33.2		
280.50	17.56		1950	60.7
		15.0		
289.85	17.70		-107	-3.3
		16.0		
299.20	17.85		-129	-4.0
		17.2		
308.55	18.01		1500	46.6
		3.2		
317.90	18.04		0	0
		3.2		
327.25	18.07		910	28.3
		-5.3		
336.60	18.02		-568	-17.6
		0.0		
345.95	18.02		0	0
		0.0		
355.30	18.02		0	0

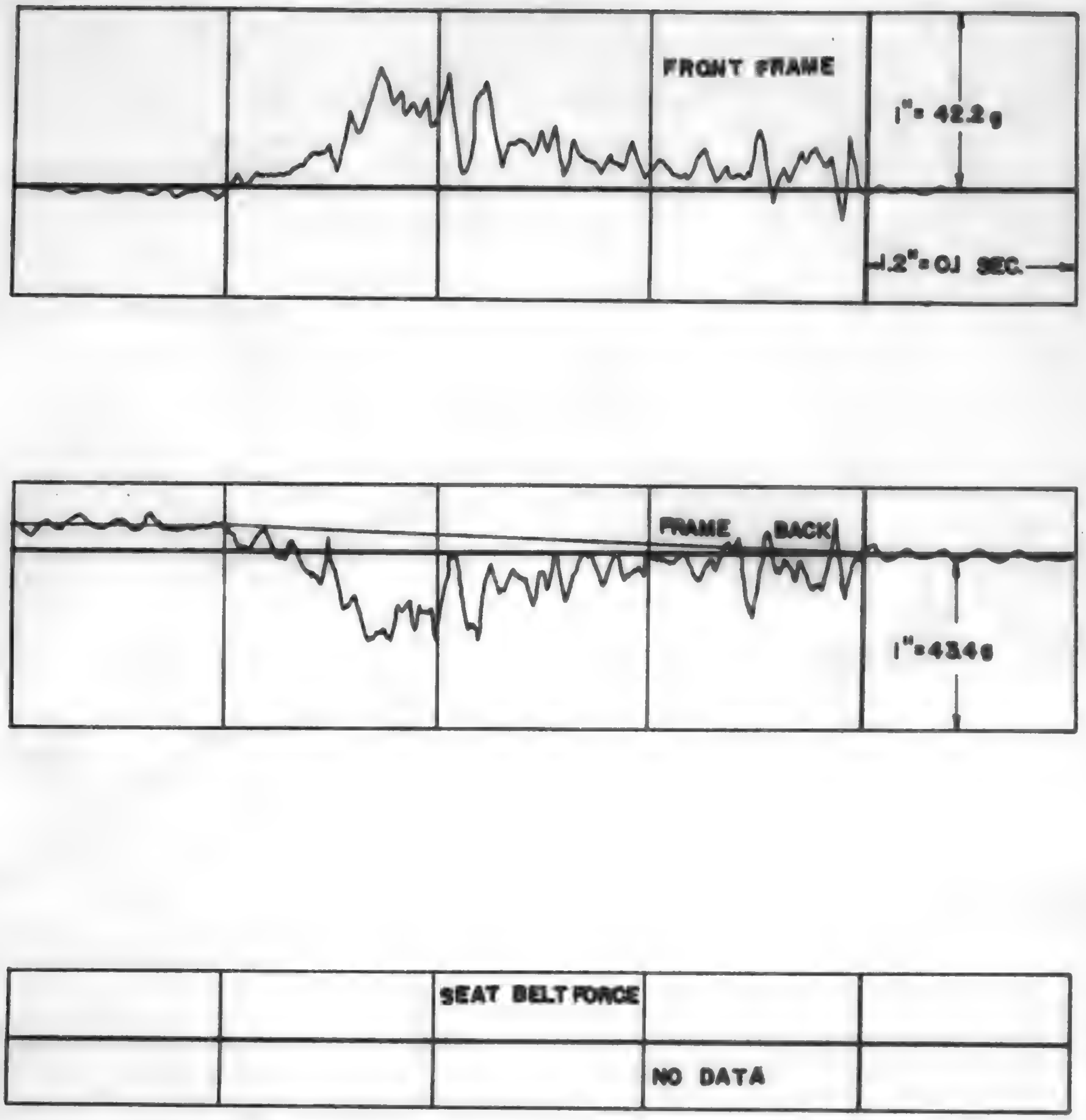


FIGURE 11B. TEST 505 2D FRAME ACCELEROMETER DATA & SEAT BELT FORCE

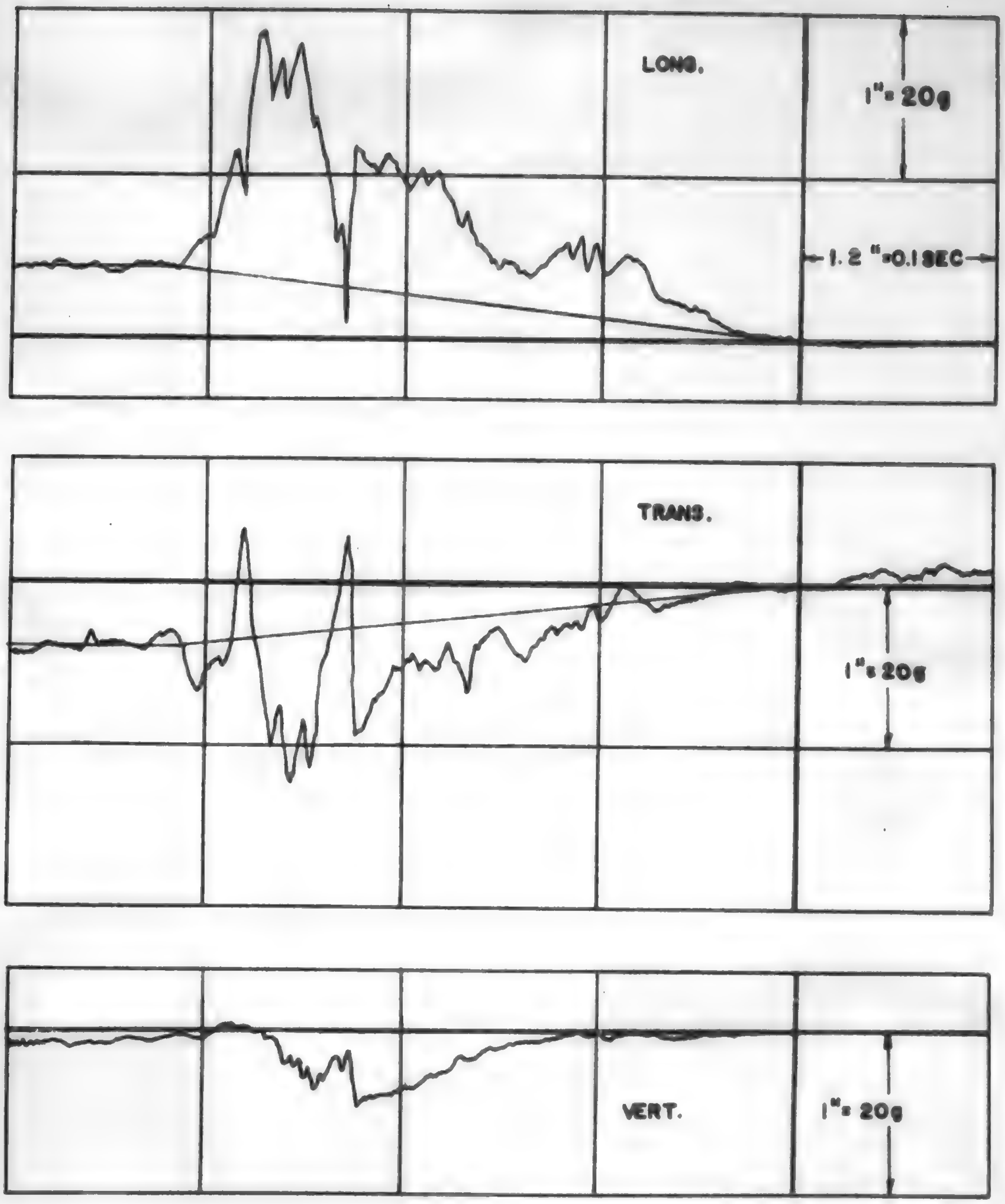


FIGURE 12B. TEST 505 2D DUMMY ACCELEROMETER DATA

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I-5-6(67)296
7348

NOTED
TOM EDWARDS

Salem, Oregon
December 3, 1969.

Mr. L. H. Young
Program & Planning Engineer
BUILDING

Steel Drum Impact
Attenuators Project

Reference is made to the attached letter of October 7, 1969, from the Bureau of Public Roads suggesting we consider the use of some "Steel Drum Impact Attenuators."

We have prepared a preliminary plan and estimate for this type of work at two gore areas in Portland. They are:

1. At the southbound Eastbank Freeway off-ramp to the Banfield Freeway. The estimate for this installation is $8,100.00.
2. At the Eastbank Freeway-Banfield Freeway Interchange where the westbound lanes split to north and south on the Eastbank Freeway. The estimate for this installation is $5,100.00.

The total estimate for this work is $13,200.00. This work has been approved by Mr. Klaboe. Please take the necessary action to have this work programmed with the Bureau of Public Roads. The preliminary plan and estimates are attached for your use.

D. J. Barbee
Design Engineer

By: ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Assistant Design Engineer

FINAL DESIGN
SECTION
DEC 3 1969
DESIGN DIVISION

DJB:ak
Attachments

cc: Mr. A. E. Johnson

Routing
1
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FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: October 7, 1969

In reply refer to: 08-35.6/500

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Research Reports - Steel Drum Impact Attenuators

We are sending to you Research Report No. 146-1, Vehicle Impact Attenuation by Modular Crash Cushion, developed by the Texas Transportation Institute. This information is submitted to you for your review and possible use in some gore area.

Please note on page 20 that there is actually a Design and Analysis section for use in concerned areas. Although the steel drum impact attenuators are still in the development stage they could be installed under the provisions of PPM 20-6.3 and receive Federal-aid participation.

I hope that you will consider their use on some project in the not too distant future.

Enclosure
Research Report No. 146-1

B/wp
11-15

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DIVISION

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RECEIVED
OCT 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

RECEIVED
DEC 2 - 1969
FOR FILE

DATE: October 7, 1969

In reply refer to: 08-35.6/500

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

I-5-6(67)276

SUBJECT: Research Reports - Steel Drum Impact Attenuators

7348

Sent to Fram & Hall
11/6/69

We are sending to you Research Report No. 146-1, Vehicle Impact Attenuation by Modular Crash Cushion, developed by the Texas Transportation Institute. This information is submitted to you for your review and possible use in some gore area.

3137

Please note on page 20 that there is actually a Design and Analysis section for use in concerned areas. Although the steel drum impact attenuators are still in the development stage they could be installed under the provisions of PPM 20-6.3 and receive Federal-aid participation.

I hope that you will consider their use on some project in the not too distant future.

Enclosure
Research Report No. 146-1

B/up
11-15

RECEIVED
OCT 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PL

TEXAS A&M UNIVERSITY
1876

TEXAS
TRANSPORTATION
INSTITUTE

TEXAS
HIGHWAY
DEPARTMENT

COOPERATIVE
RESEARCH

VEHICLE IMPACT ATTENUATION BY MODULAR CRASH CUSHION

in cooperation with the
Department of Transportation
Federal Highway Administration
Bureau of Public Roads

RESEARCH REPORT 146-1
STUDY 2-8-68-146
ADAPTATION OF ATTENUATION SYSTEMS

12-2-69
Hall Rept
Report

I-80N-6(43) W. Unit Pendleton-Emigrant 1970
213 Hill Sec., Old Oregon Trail
#7349 (Grad., pav., struct. & sign.)

C&A 3399

5

STATE COPY

7349

cc: OSHD (H S Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

5-29-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cst

REGION NO. 10	REPORT NO. 19	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 5-29-73	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-6(43)213 #7349
COMPLETION DATE 10-6-71	ACCEPTANCE DATE BY CONTRACT AGENCY 4-27-72	TIME ELAPSED 102 %	CONTRACT TIME 370 CWD
APPROVED EXTENSIONS None	LOCATION On I-80N, beginning about 1.7 miles east of Pendleton, Ore.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WEST UNITY-PENDLETON-EMIGRANT HILL SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

There were no unusual overruns or underruns. The final contract cost was $2,497,108, 2.1% less than the original bid amount of $2,550,365.

The materials incorporated into the project reasonably met specification requirements with one exception. The asphaltic concrete failed to meet specification requirements more than reasonably expected. The material was judged to be not detrimental so the contractor was allowed to keep the material in place but was penalized $4,656. He was also penalized $2,057 for insufficient compaction of some areas.

COPY SENT
JUN 04 1973
REGIONAL OFFICE

NOTED
H.S. COULTER

6-4-73
cy Coulter,
Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE	
TITLE R. A. Nichols	DATE	TITLE [illegible]. J. Valach	DATE

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

7349

May 16, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. E. Young
Office Engineer

Federal-aid Project
No. I-80N-6(43)213

SUBJECT Request Federal-aid Project Acceptance

Contract 7349, Work Completed October 6, 1971

Project West Unit, Pendleton-Emigrant Hill

Highway Old Oregon Trail

County Umatilla

Acceptance: State Highway Commission April 27, 1972

Federal Highway Administration March 20, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

Attach.

RMW:dg

cc V. E. Skoog

RECEIVED
DEC 27 1972

7349

Form FHWA-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: December 20, 1972

In reply refer to: 10-35-FA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-5(20)204, I-80N-5(29)204, I-80N-6(30)213, I-80N-6(43)213 and FU-170(20)
Pendleton, 10th Street.-S.Pendleton, & Pendleton-Emigrant Hill Sections 7349
Relinquishment of Excess Right of Way

We hereby concur in the relinquishment and assignment and/or grant of easement necessary to comply with the provisions of the January 25, 1966 throughway agreement with the City of Pendleton. This is as described in the attachments to Mr. Oakes' December 12, 1972 letter.

12-22-72
REFERRED TO
Jsoehring
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
DEC 22 '72
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 27 1972

7349

Form FHWA-121 (1

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: December 20, 1972

In reply refer to: 10-35-FA

TO : Mr. George M. Baldwih, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-5(20)204, I-80N-5(29)204,
I-80N-6(30)213, I-80N-6(43)213 and FU-170(20)
Pendleton, 10th Street.-S.Pendleton, & Pendleton- 7349
Emigrant Hill Sections
Relinquishment of Excess Right of Way

We hereby concur in the relinquishment and assignment and/or grant of easement necessary to comply with the provisions of the January 25, 1966 throughway agreement with the City of Pendleton. This is as described in the attachments to Mr. Oakes' December 12, 1972 letter.

12·22-72
REFERRED TO
Moehring
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED STATE HWY ENGR
DEC 22 '72
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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

349

NOTED
TOM EDWARDS

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 12, 1972

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: Files 38880 et al; 39113; 39116; 41459; 39094 et al
Pendleton-Emigrant Hill Section; 10th St.-S. Pendleton Int. Section; Pendleton Section, Old Oregon Trail Highway, Umatilla County

R/W Projects (I-80N-6(30)213 and I-80N-5(20)204); Construction Projects (I-80N-6(43)213, F-U-170(20), I-80N-5(29)204)

By an agreement dated January 25, 1966, the State of Oregon by and through its Highway Commission and the City of Pendleton entered into a construction throughway agreement to provide for the interruption to the City Street System due to the construction of the freeway and for the relocation of utility lines which may also be interrupted by said project.

Under Item 4 of "Things to be done by the State" certain streets or avenues are to be relinquished to the City when construction is complete and under Item 2 of Things to be done by City, utility lines are to be relocated.

On the attached maps, areas being relinquished for city streets and easements assigned or granted for utility lines are color coded on page 1. The Deed of Dedication covers property acquired specifically to realign a city street under the option provision that the completed street be dedicated to the City.

We request your concurrence in this relinquishment and assignment and/or grant of easements.

JRO:mc
Attachments

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
W. H. Haskin
M. R. Mitchell

RECEIVED
STATE HWY ENGR
DEC 13 '72
REFER TO
FOR
Info | Act | File

RECEIVED
MAY 16 1972
FOR FILING
7349

May 15, 1972

General Insurance Co. of America
1300 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On May 2, 1972, we wrote to you concerning release of final payment on Contract No. 7349 awarded to White Bros. Construction Co., Inc., and Ross Bros. Construction, Inc., for work on the West Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $100 and the total contract amount is $2,503,892.04 including $16,565.77 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc White Bros. Construction Co., Inc.
and Ross Bros. Construction, Inc.
P. O. Box 683
Walla Walla, Washington 99362

G. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
W. E. Schwartz

RECEIVED
MAY 2 - 1972
FOR FILING

7349

May 2, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

Contract No. 7349 awarded to White Bros. Construction Co., Inc., and Ross Bros. Construction, Inc., for work on the West Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail in Umatilla County was completed on October 6, 1971, and accepted by the Highway Commission on April 27, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 8, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fmm

cc White Bros. Construction Co., Inc.
and Ross Bros. Construction, Inc.
P. O. Box 683
Walla Walla, Washington 99362

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Horr
Wendell Schwartz

White Bros.
CONSTRUCTION CO., INC.
GENERAL CONTRACTORS HOME OFFICE: P. O. BOX 683 WALLA WALLA, WASHINGTON 99362 TELEPHONE 525-6620

RECEIVED
APR 26 1972

FOR April 24, 1972

7349

REPLIES TO Cont 7349

Director of Highways
SAlem, Oregon 97301

Att: Mr. Edwards

Re: West Unit - Pendleton -
Emigrant Hill Section
Old Oregon Trail Hiway
Cont. 7349

Dear Mr. Edwards:

Klaboe

We completed contract 7349, West Unit, Pendleton - Emigrant Hill Section, last October 10, 1971. We have written Mr. Ferguson two letters requesting we be paid the final estimate. He states our requests have been sent to Salem.

Our sub-contractors are asking that they be paid. We are in agreement with them.

Would you do us a favor and advise whoever is in charge to issue us a check?

Yours respectfully,
White Bros. Const. Co., Inc.

O A White
O. A. White

OAW:ek

RECEIVED
APR 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

4-26-72
Skoog
answer

RECEIVED
[illegible] 1972
FOR FILING

Genl files.

Salem, Oregon
April 6, 1972

MEMO TO THE FILES

7349

RE: Transverse Cracking of the CTB
and A.C. Pavement
West Unit, Pendleton-Emigrant
Hill Section
Contract No. 7349

Recently on an inspection trip to Eastern Oregon, the pavement section of the eastbound lanes of the subject section were examined with Resident Engineer Bill Ferguson. There are about three transverse cracks on this entire section that were reviewed. These cracks were considered to be wider than the normal thermal cracking that is encountered in most of these projects and therefore it brought the question as to whether this cracking originated in the lower CTB and then progressed on up through the AC lifts. I asked that a core be taken at the convenience of the Region to determine if this cracking did go clear through the CTB.

We have received a core and as suspected, the cracking did go clear through the whole entire section, theAC and the CTB. This is about the first experience we have had of the cracking progressing from our CTB on through the AC and we are trying to determine just what happened. This core will be sent to the Materials Section for their perusal to see if they can come up with any special reason as to why this occurred.

On past projects with the CTB, quite a lot of thermal cracks have been observed about 3 to 4 days after the CTB has been placed. These have been practically all hairline cracks and occur at various intervals from 5 to 15 feet apart and are practically all transverse cracks. However, previously when we have had two lifts of AC over the top we have observed no cracking on up through theAC pavement.

There is no distortion of the pavement on the Pendleton job due to these cracks. It is thought perhaps they should be sealed with asphalt to stop any water from going clear through. At the present time, as previously stated, there is only about 3 of these visible. It is thought perhaps that the cement content of the CTB at the areas of these cracks may have been slightly more than the plan design.

From the cores, theCTB on the project looks very good and very stable. Attached are photos showing the crack across the pavement and also showing one of the cores which shows the crack progressing down through the entire pavement section. We will see what the Materials Section thinks about this core.

John H. Walker
John H. Walker
Quality Control and Training Engineer

JHW:fw
Attach.
cc: A. E. Johnson
John Jenkins
W. E. Schwartz
W. C. Ferguson

RECEIVED
APR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Core

W. Unit Pendleton - Emigrant Hill
Section

RECEIVED

FOR FIL

7349

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 20, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(43)213
West Unit Pendleton-Emigrant Hill Section
Old Oregon Trail Highway

As requested in Mr. Johnson's March 14 letter we concur in accepting this project.

The information you submitted indicates that the Highway Division and your Chief Counsel are of the opinion that no means exist under the contract to force a cleanup of the stockpile area. In accepting these opinions, I urge that you again carefully review your current contract provisions to avoid by all practical means, a recurrence of this situation. The issue of establishing commercial sources or any other unsightly condition should receive particular attention.

RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Klobel
Discuss with me
T.E.

done

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
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FOR FILING

7349

March 14, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Final Acceptance
W. Unit Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Oregon Project I-80N-6(43)213
Contract No. 7349

In your letter of January 7 you indicated that final acceptance of the subject project was being withheld pending final trimming and cleaning up of the contractor's work areas in accordance with Section 104.08 of the Standard Specifications; paragraphs (b) and (c) applying in particular to the borrow site for aggregates and the adjacent work areas.

On February 4, I advised you of the details of lease agreements by our contractor and the Department of Interior, Bureau of Indian Affairs, covering the utilization of the quarry site and the area for stockpiling of crushed aggregates. I also advised you that the contractor had informed us that he had leased this area as a commercial source and it is his intention to continue to sell the remaining material and, when that is exhausted, to return and crush additional material for sale in the area.

We feel that the contractor has dressed up the quarry site and that we are not able to force a termination of his lease agreements.

A recent investigation has disclosed through our Resident Engineer, William C. Ferguson, that during the life of the contract the contractor did in fact sell aggregates for a service station development, substantiating his claim for a commercial source activity.

Enclosed is a copy of a letter from L. I. Lindas, Chief Counsel to the Highway Division, offering an opinion concerning the final trimming up of the area in question.

In view of the above, I would request your final acceptance of the project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Attachment

bc George M. Baldwin
Tom Edwards (enc.)
F. B. Klaboe "
F. D. Morgan "
L. I. Lindas
W. E. Schwartz

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
~~STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL
WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE S. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

408 State Highway Building
March 10, 1972

Al Johnson
Ass't. Highway Engineer
Highway Building
Salem, Oregon 97310

Subject: Cleanup of stock pile site -
Oregon Project I-80N-6(43)213 - Old Oregon Trail Highway

Dear Al:

In connection with the above subject, Section 104.08 of the Standard Specifications for Highway Construction pertain to "Final Trimming and Cleaning up".

Sub-section (a) of 104.08 relates to the work being performed.

Sub-section (b) of 104.08 relates to the area within the right of way and on State owned or controlled property, including quarries, gravel pits and borrow areas.

Sub-section (c) of 104.08 refers to contractor controlled areas and provides:

> "*Sources used* by the contractor, when located on other than State-controlled lands, and which *sources* are within view of the highway, shall be cleaned up, trimmed, sloped and shaped and otherwise brought to a neat and sightly condition compatible and harmonizing with the surrounding terrain." (Emphasis supplied)

A "source" is that from which any thing comes forth. See *Application of Hooter*, 175F.2d558,561. Viewing Section 104.08 in its entirety, I am of the opinion the "Sources" referred to in Sub-section (c) have reference to quarries, gravel pits and borrow areas. The very language of the Sub-section speaks of trimming, sloping and shaping. This, in my opinion, more aptly applies to areas in which digging and the removal of material had occurred, rather than a site upon which gravel is stored.

cy - Edw
Klaboe
Morgan
3-15-72

I am therefore of the opinion the provisions of Section 104.08 of the Standard Specifications do not apply to the clean up of stock pile sites under the control of the Contractor, unless otherwise so provided for in the special provisions.

Very truly yours,

LEE JOHNSON
Attorney General

Lindas

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:ih

RECEIVED
MAR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FEB 8 - 1972

FOR

I-80N-6(43)213
7349

February 4, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Final Acceptance
W. Unit Pendleton-Emigrant Hill Sec.
Old Oregon Trail Highway
Oregon Project I-80N-6(43)213

Your letter of January 7 indicated that final acceptance of the subject project has been withheld pending final cleanup of a portion of the contractor's work area; namely, the borrow site for aggregates and the adjacent work area.

The contractor for this project elected to obtain aggregates from a quarry site near the project and on land controlled by the U.S. Department of the Interior, Bureau of Indian Affairs. He also elected to utilize a portion of similar land for stockpiling the crushed aggregate. Neither the quarry site nor the stockpile area are State controlled.

Enclosed for your information are copies of the lease agreement for the material source and a modification of a lease agreement to Storie Ranches for 15 acres of tillable land providing for the stockpiled material.

As of the last of January, the quarry area had been dressed up and a considerable amount of dressing up of the stockpile area had also been accomplished. At the present time, approximately 40,000 cubic yards remains in the stockpile.

The lease agreement to the contractor consists of a five-year lease and he has advised us that he has leased this area as a commercial source and it is his intention to continue to sell the remaining material. It is also his intention, when the material is nearly exhausted, to return and crush additional material for sale in the area.

Our Legal Counsel has advised us verbally that under the circumstances we have proceed about as far as we are able and we therefore request your acceptance of the project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja
Enc.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan
W. E. Schwartz (enc.)

Salem, Oregon
January 25, 1972

MEMO TO THE FILES

RE: Stockpile Site and Quarry Area
West Unit, Pendleton-Emigrant Hill Section

On January 24, 1972, I called John Compton, contractor on the subject project, concerning his intentions for future work or use of the quarry and stockpile site. The Federal Highway Administration by their Memorandum dated January 7, 1972, has noted that they are not satisfied with the final trimming and cleanup and wish to be advised on what corrective action is proposed.

At present, the quarry area has been dressed up and quite a lot of dressing of the stockpile area has been accomplished. However, a stockpile of some 40,000 cubic yards is still existing and in direct view of the highway. This view is what constitutes the Federal Highway Administration's main complaint.

John Compton advised me during the telephone conversation that he does not intend to do any more cleanup at this time. I inquired if he had any plans to dispose of the stockpile of 1"-0 aggregate. He stated he had discussed selling the material to Davidson who is to be the crushing subcontractor for Hughes and Ladd on the Emigrant Hill project. However, there is no agreement to date and may not be one.

It was found during the conversation that there had been one more document made which we do not have in our files. It involves an agreement between the Indian owners of the quarry and stockpile area and the leasing farmer who has been raising grain on some of it. Evidently, this agreement pays the farmer for loss of crop and crop area. Bill Ferguson, our Resident Engineer in Pendleton, has been instructed to obtain a copy of this document and send it to us. When this latest data is received, we will ask Legal to review the case and give us their thinking.

John H. Walker

John H. Walker
Quality Control and Training Engineer

JHW:fw

cc: A. E. Johnson
W. E. Schwartz

RECEIVED
JAN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 7, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for Malach

SUBJECT: Oregon Project I-80N-6(43)213
W. Unit Pendleton-Emigrant Hill Section
Old Oregon Trail Highway

cy u Const 1-13-72

In response to Mr. Morgan's October 12 letter final acceptance of this project has been withheld until the following matters have been resolved:

1. Deviations from specification requirements in the composition of materials incorporated into the project and final compaction.
2. Final trimming and cleaning up of the contractor's work areas in accordance with Standard Specification 104.08, Paragraphs b and c. The area in question is the borrow site for aggregates and the adjacent work area.

Item 1 above has been satisfactorily resolved.

A deficiency still exists with respect to Item 2, the final trimming and cleaning up of the borrow site and adjacent work area. I would appreciate being advised on the corrective action you propose.

Your organization has demonstrated its awareness of the need for excellence in the final appearance and overall visual impact of highway projects. I am sure this awareness will be reflected in your actions on this situation.

NOTED
F. B. KLABOE

RECEIVED
JAN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1-13-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

1-72

[illegible] COPY

cc: OSHD (AEJohnson)
Region
Wash DC

FOR FILING

7349

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cat

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☑ FINAL INSPECTION

REGION NO. 10	REPORT NO. 12	COUNTY Umatilla	DIVISION Oregon
DATE OF INSPECTION 11/71 & 1/72	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-6(43)213
IN COMPANY WITH W. E. Ferguson, Resident Engineer			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 100+ %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(Not applicable for all contacts.)*

WEST UNIT PENDLETON-EMIGRANT HILL SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures and Signing

The project was completed on October 6, 1971. The project was inspected in November, 1971, and found to be satisfactory except for two items.

Some of the material incorporated into the project and some of the compaction did not meet specification requirements. It was subsequently determined that the work could be accepted but only on a penalty basis. A price agreement has been issued and signed covering the amount of the penalty. The final solution to this item was approved by this office.

The contractors borrow source and adjacent work area was within full view of the existing highway and was left in a condition that the writer considered it to be a definite eyesore. The contractor did subsequently perform some work on the quarry site and put it in a condition satisfactory to the State. His work did remove most of the objection to the quarry itself, but nothing was done about the work area and a large stockpile. We have correspondence with the State several times about this condition. The latest correspondence included an opinion from Mr. Lindas, an assistant attorney general for the State that the specifications covered the borrow source but not the work area.

Based on this opinion, I recommended the project be accepted but that the State's specifications be revised to prevent a similar eyesore in the future.

RECEIVED
[illegible]
OFFICE OF
[illegible]

Orig to
gBK.
3-24

COPY SENT
MAR 23 1972
REGIONAL OFFICE

FBKs
Discuss

done

NOTED
TOM EDWARDS

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
NOV 9 - 1971
FOR FILING

I-80N-6(43)213
7349

4i-3
10-19-71

October 26, 1971

White Bros. Construction Co., Inc., and
Ross Bros. Construction, Inc.
P. O. Box 683
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission at its meeting on October 19, 1971, considered your request for an extension of time of nine days on Contract No. 7341 for work on the West Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
V. E. Shoog
H. S. Coulter
W. C. Ferguson
Federal Highway Administration

fkn:dr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7349 Contractor White Brothers Construction Company
Ross Brothers Construction, Inc.

Highway Old Oregon Trail

Section West Unit, Pendleton-Emigrant Hill

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Denied. See attached data.
Rain can occur during month of June. Average precipitation 1.17
during June in this area.

No "stop work" imposed by State on May 28. Contractor worked.

Recommended for Approval:

Regional Construction ~~District~~ Engineer

for Construction Engineer or ~~Bridge Engineer~~

~~Assistant~~ State Highway Engineer

Contract No.	7349
Project designation State-Federal	I-80N 6(43)213
Date awarded	April 3, 1970
Work started	April 15, 1970
Per cent completed Date	99.9
No. of Calendar/Workdays Allowed	370
No. of Calendar/Workdays Used	378
No. of Added Workdays Requested	9

[illegible]

~~RECEIVED~~
~~AUG 9 1971~~
~~W. C. FERGUSON~~
~~RESIDENT ENGINEER~~

RECEIVED
AUG 1 6 1971
W. C. FERGUSON
RESIDENT ENGINEER

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Aug. 2, 1971, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 370 days to 379 days, within which to complete our Contract No. 7349, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Production days were lost due to unusal rains on the following dates: June 1,2,3,4,11,18,25. One day was also lost on may 28 because of a request by the OSHD not to work on the friday before the Memorial weekend.

Respectfully submitted,

White Bros. Const. Co., Inc.
Contractor

By

CONSENT OF SURETY

Date August 12, 1971

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Keith Douglas - Attorney-in-fact

(SEAL)

no longer required
Resident Agent

FORM E-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 23, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: West Unit, Pendleton-Emigrant
Hill Section
Contract No. 7349
Request for Time Extension

White Bros. and Ross Bros. Joint Venture contractors on the subject project have requested a 9-day extension of time because of alleged unusual rains on 7 days in June this year and an alleged ordered curtailment of their contract activities on May 28 prior to the Memorial Day weekend.

June, 1971 precipitation at the Pendleton reporting station was 1.73 inches which is 0.56 inch above normal or 32-1/2 percent. We have made a more detailed research of the weather records for June for the past three years which is shown on the attached tabulation. You will note that over half of the rainfall occurred on only two days early in the month.

At the beginning of June, the project was 72 percent complete with the grading 91 percent done, base 86 percent done, but almost no AC paving, which was just ready to start. The 375 calendar workdays allowed for the project did not expire until July 19, 1971. The project has been under a stop work order since July 26 awaiting the fall planting season to complete the seeding and mulching item. The June rainfall was not so excessive as to be considered an Act of God or an extremely unusual and rare occurrence. In the few instances where we have recognized weather as justification for time extension, it has been based on more extreme deviations from average conditions than exist here.

Regarding the alleged Memorial weekend shut down, I have checked further with the Region and am advised that no such curtailment of the contractor's operations was imposed. The contractor, in fact, worked May 28. The paving plant was being set up and the weekly report shows that aggregate base was being placed on the 28th and the fencing crew was working.

9-28
cy Johnson

I therefore concur with the Region recommendation that the request for time extension be denied. Eight days liquidated damages at $300 per day have accrued up to the July 26 stop work order. A very few days could still accrue when the remaining seeding and mulching is placed. A Rough Draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

W. Unit, Pendleton-Emigrant Hill
Old Oregon Trail Highway
Umatilla County
Contract No. 7349

Climatological data

Pendleton station - Precipitation 1.73 inches June 1971
+0.56 inches from normal

DATE	FROM NORMAL	
Tuesday, June 1	0.03	
Wednesday, June 2	0.65	(greatest day of month)
Thursday, June 3	0.44	
Friday, June 4	0	
Saturday, June 11	0	
Sunday, June 18	o.04	
Friday, June 25	0.17	

May 28, PMAB operations going on same as day before

RAINFALL AT PENDLETON
FROM "CLIMATOLOGICAL DATA"

JUNE

Date	1969	1970	1971
June 1			.03
2			.65
3			.44
4	T		
5	T		
6		.02	
7	.01		.08
8	.04	.28	
9	.06	.05	T
10	.29		.13
11			
12	.13	.05	.06
13	.02	.12	.18
14		T	
15		T	
16		.01	
17			
18			.04
19			
20			T
21		T	
22	T		
23	.19	T	
24	T		T
25	.01	T	.17
26	T	T	
27	.11	.04	T
28	T		T
29		T	
30			
Total	.86	.57	1.73
Departure from Normal	- .31	- .60	+ .56

I-80N-6(43)213 Const.
7349

No. 70 FINAL REPORT

FORM 3-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: West Unit, Pendleton-Emigrant Hill

WEEK ENDING: October 8, 1971

SECTION PREFIX: 630-1009

HIGHWAY: Old Oregon Trail

COUNTY: Umatilla

NAME OF JOB: West Unit, Pendleton-Emigrant Hill Section

KIND OF WORK: Grading, Paving, Structure and Signing

CONTRACTOR: White Bros. Construction Co. & Ross Bros. Construction, Inc.

CONTRACT NUMBER: 7349

FEDERAL AID PROJECT NUMBER: I-80N-6(43)213

DATE OF CONTRACT: April 3, 1970

DATE WORK STARTED: April 15, 1970

ESTIMATED COMPLETION DATE: July 18, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 370

CALENDAR DAYS USED: 379

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 102

PROJECT AUTHORIZATION: $2,941,160.62

EXCLUSIVE OF ENGINEERING: $2,732,011.42

ENGINEERING AUTHORIZATION: $209,149.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,682,823.61

ENGINEERING COST TO DATE: $221,366.66

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 105.8%

DATE PROJECT WAS COMPLETED: Oct. 6, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	PAVE.	MAT'L. PROD.	Topsoil & Seed & Mulch	Scale Site
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	Sub-base SURFACING	Plant Mix Agg. Base	Cement Treated Base	PAVING
MILES IN PROJECT	4.41	4.41	4.41	4.41	4.41
MILES PARTIALLY COMPLETED	4.41	4.41	4.41	4.41	4.41
MILES COMPLETED	4.41	4.41	4.41	4.41	4.41
TOTAL ESTIMATED QUANTITIES (CONTRACT)	550,950 CY	79,900 ton	146,700 ton	65,000 ton	69,860 ton
TOTAL QUANTITIES CORRECTED TO DATE	519,804 CY	68,431 ton	139,870 ton	69,335 ton	72,387 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	519,804 CY	68,431 ton	139,870 ton	69,335 ton	72,387 ton
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK: 1 wheel tractorw/disc, 1 hydro-seeder.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9567	
PERCENT	100%	There are no other structures on this project.

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Oct SUNDAY 3rd	Ptly Cldy-Cool	0		
MONDAY 4th	Fair and Mild	0		
TUESDAY 5th	Fair and Mild	0		
WEDNESDAY	Cldy and Warm	1		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

Routing
Morgan
Decker
RECEIVED
OCT 11 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	No work
TUESDAY	No work
October 6 **WEDNESDAY**	The remaining seeding and mulching on the project was completed today with the following areas being disced, seeded, fert. and mulched. Median areas 299-300, 301-320+50, 360-361, 430-433 and the left side of the R/W from 471+50 to 472+75. This completed the entire project. Final weekly report.
THURSDAY	no work
FRIDAY	no work
SATURDAY	No work

REMARKS

The sub-contractor for the seeding and mulching arrived on the job ~~Tuesday~~ Wednesday and completed the work remaining to be done.

Seeded 3.90 acres.

This completes the entire project. No further reports will be submitted. The semi-final estimate should be submitted about October 20.

...ering this week:

G... $64.15

Bridge

SIGNED W C Ferguson **LOCATION** Pendleton

... SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Old Oregon Trail Highway
White Bros. Constr. & Ross Bros. Const. PENDLETON - EMIGRANT HILL SECT.
10-8, 19 71

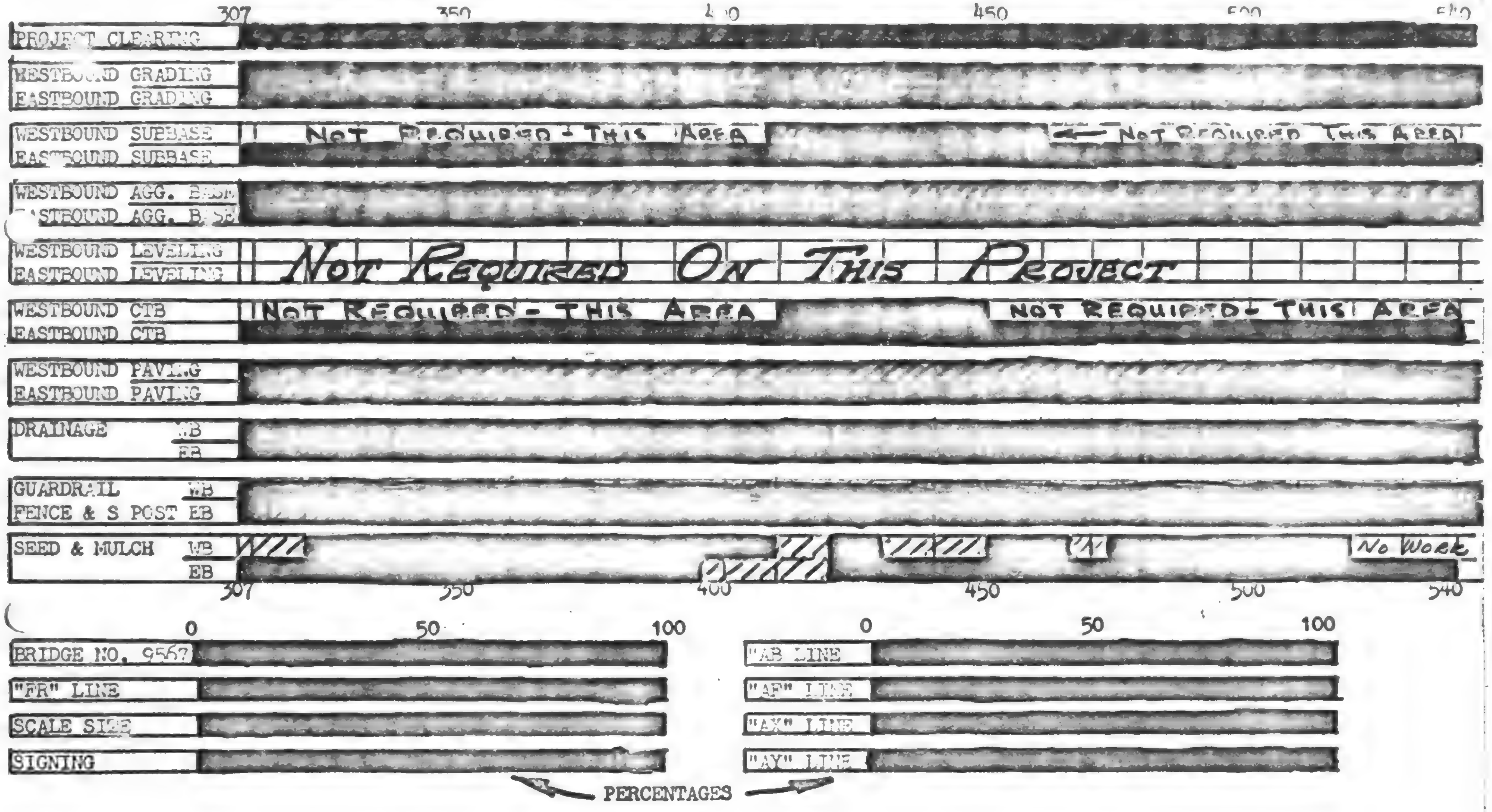
WEST UNIT

Umatilla County
Contract No. 7349
FAP: I-80N-6(43)213

Partially Completed ▨

Completed: ■

⑦



Form A-105-[illegible]

STATE COPY

C-11

APPROVED EFFECTIVE DATE 9-27-71
Contingent upon modification of project agreement if additional funds are required
BY Dist. Engineer
TITLE
DATE 10-8-71
FEDERAL HIGHWAY ADMINISTRATION

ORDER STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 7

Project Name West Unit, Pendleton-Emigrant Hill Sect. Date September 9, 1971

Highway Old Oregon Trail Contract No. 7349 F. A. Project No. I-80N-6(43)213

County Umatilla Prefix 630-1009 Account No. 279-07

Description of Work To Be Done:

Widen the radii at Mission Interchange by paving and also patching of the temporary connection at the east end of the project.

Location by Station Numbers:

Mainline Stations 520-540
Mission Interchange Area

Estimate of Quantities and Costs:

Materials:	60 ton of Cl. B A.C.	@ $ 7.00 per ton.=	$420.00
Labor:	2 days	@ $400.00 per day.=	800.00
Equipment	2 days	@ $140.00 per day.=	280.00
		ESTIMATED TOTAL COST	$1,500.00

NOTED
A. E. JOHNSON

Explanation: Work to be done by State Maintenance Forces.

As per Standard Specifications for Highway Construction - 1970.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $2,941,160.62

Present estimate of project cost, including $1,500.00 for work under this order $2,941,160.62

Expected under-run / over-run (amount) $ -0-

Expected under-run / over-run (per cent) -0-

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: ~~Division Engineer~~ Reg Constr.

Approved: ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ ~~Office~~ Construction Engineer.

RECEIVED
SEP 29 1971
FOR FILING

I-80N-6(43)213
7349

September 29, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 3
October 19, 1971 meeting

Gentlemen:

White Bros. and Ross Bros. Construction Companies, joint venture contractors on the West Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 7349, have requested a 9-day extension of the contract time because of alleged unusual rains on seven days in June 1971, and an alleged ordered curtailment of their contract activities on May 28 prior to the Memorial Day weekend.

Although rainfall in June was 32-1/2 percent above normal, most of it occurred early in the month and it was not of such rarity as to justify extension. The contractor worked on the Friday before the Memorial Day weekend and no curtailment of his operations was imposed by the State.

I recommend that the request be denied. Eight days liquidated damages have accrued at the rate of $300 per day. The project is virtually complete and has been under a stop work order since July 26 awaiting suitable fall planting season to complete seeding and mulching.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor Wolfe
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter

RECEIVED
OCT 21 1971

FOR FILING I-80N-6(43)213

7-9

NOTED
A. E. JOHNSON

September 17, 1971

MEMO TO THE FILES

Re: Quarry and Stockpile Site Appearance

Regarding an inspection of the West Unit-Pendleton Emigrant Hill Section, Contract No. 7348 9, by Bud Shirley, Bill Ferguson and myself, it was agreed we will probably be criticized for the appearance of the hillside at the foot of Emigrant Hill. It is thought a few remarks are in order.

A photo of the hillside is attached on a separate sheet. The quarry site is in the upper left hand corner of the photo, while the stockpile area encompasses that portion shown in what was originally a wheat growing area. A close look at the photo shows a large stockpile of 1"-0 crushed aggregate in the upper portion of the stockpile area. The quarry and stockpile areas are not State controlled.

At the pre-construction conference, the subject of final appearance of the quarry site was fully discussed and the contractor was advised that the contract contained provisions regarding final cleanup as per Section 104.08 and that the requirements of this subsection would be enforced. We were not aware of the large stockpile area location at that time.

The project has now been practically completed. The contractor has recently dressed up the quarry site and worked on the stockpile area. With possible exception of a little more minor cleanup, he believes it to be satisfactory.

As by attached letter of September 9, our Resident Engineer, William Ferguson, inquired as to the disposition of excess crushed aggregate and cleanup.

Also attached is a letter of reply from the J.C. Compton Company. As noted in this letter, Compton states he has leased the area as a commercial source and intends to continue operations in it.

Resident Engineer Ferguson has checked this lease agreement and says it includes a five year lease of the quarry and a ten year lease of the stockpile area. Ferguson states he will obtain a copy of the lease for our records.

The photo was taken from the existing highway shoulder and is indicative of what will be viewed for quite a while if the area remains as a stockpile site.

This appearance item was discussed with Leonard Lindas regarding whether we could require anything further than dressing and cleanup of the site. He advised that this was about as far as we could go.

Therefore, with exception of some minor cleanup, the area will probably be accepted, however, as previously indicated, we will probably receive complaints from some ecology minded people.

J. H. Walker
Field Construction Engineer

RECEIVED
SEP 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:dl
cc: A. E. Johnson
L. H. Young
H. S. Coulter
William Ferguson

Form A-105—5M

285 (Rent to contractor)
274 (State Forces)

STATE COPY 6-1R

APPROVED EFFECTIVE DATE 7-26-71
Contingent upon modification of project agreement if additional funds are required.
Malach
Dist. Engineer
DATE Aug. 2 1971
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name West Unit, Pendleton-Emigrant Hill Section

Date July 22, 1971

Highway Old Oregon Trail

Contract No. 7349

F. A. Project No. I-80N-6(43)213

County Umatilla

Prefix 630-1009

Account No. 285-274-06

Description of Work To Be Done:

Furnish power for the blinker light at the east end of the project.

Location by Station Numbers:

536+50

Estimate of Quantities and Costs:

Rent for Generator /per month	$ 300.00
Maintnance and Fuel/ per month (byothers)	200.00
Total	$ 500.00

Explanation: Rent of the generator from the contractor is to be for a minimum of 30 days. Maintenance and fuel will be furnished by state forces. As per Standard Specifications for Highway Construction, 1970.

Work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization 2,941,160.62

Present estimate of project cost, including $ 500.00 for work under this order 2,941,160.62

Expected under-run / over-run (amount) $ -0-

Expected under-run / over-run (per cent) -0-

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved:

Form E-200-SM

I-80N-6(43)213
7349

STATE COPY

G-1 FC

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-28-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist Engineer
DATE 8-10-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name West Unit, Pendleton-Emigrant Hill
Date July 1, 1971
Highway Old Oregon Trail Highway
Contract No. 7349
County Umatilla
Prefix 630-1009
Contractor White Bros. & Ross Bros., Inc.
F. A. Project No. I-80N-6(43)213
Address P. O. Box 683 Walla Walla, Wash. 99362
Order No. #3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove support plate on all sign posts. Remove clips, remove sign, cut off support plates and reinstall sign #1.

Location by station numbers: Entire project

Estimate of quantities and cost:

Labor	250.00
Equip. Rental	140.00
Mat'l	10.00
Total	400.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
OSHD Dwg #22478 (Note 7) shows the flange removed on the structure tee in hinge bolt area to within 2-in. of the support plate. Dwg S-2 shows the mounting extrusions 2-in. from the top and bottom of the sign. Signs and posts were fabricated to comply with the above drawings. After sign #1 had been installed it was found that bottom post clip would not connect to the structural tee. (continued on back)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,941,160.62
Present estimate of project cost, including $400.00 for work under this order	$ *
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
H. N. Van Cleave for W. C. Ferguson

Approval Recommended: Alfred Shirley Division Engineer
In Main

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Asst. State Highway Engineer or State Highway Engineer or

8-16-71

So sign had to be removed, support plated cut off then removed from other posts before signs were installed.

RECEIVED
AUG 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Pease
Morgan
Glenn
Decker
Bond
Walker
Johnson

RECEIVED
JUL 19 1971
CONSTRUCTION
DIVISION

RECEIVED
MAR 23 1971

FORM E-30 (4-70)
FOR FILING

I-80N-6(43) 213
7349

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 19, 1971

SUBJECT: Damage to Asphalt Coated Aluminum Pipe by Fire

To: MEMO TO THE FILES

On Tuesday, March 16, 1971, the West Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail Highway, Contract No. 7349, was inspected. Resident Engineer Ferguson pointed out a peculiar happening to one of the pipes which had been installed on a service road.

The pipe was a 48-inch Asphalt coated aluminum type. During the winter it had been partially plugged with tumbleweeds. Last Friday, one of the contractor's employees, in an attempt to clean out the pipe, set fire to the tumbleweeds. The result was a very hot blaze which set fire to the asphalt coating and also melted a considerable amount of the aluminum. This burning of course will require replacement of the pipe. It might also be noted that at one area on the roadbed over the pipe failure of the roadway itself occurred when a vehicle went over it.

Attached, on a separate sheet, are photos of the pipe showing the damage.

Copies of this memorandum are being sent to the Maintenance and Location Units. It is suggested that it might be in order to advise maintenance field personnel that damage can occur to this type pipe by burning.

John H. Walker

John H. Walker
Field Construction Engineer

JHW:fw
Attach.
cc: F. B. Klaboe
A. E. Johnson
R. N. Bothman
Frank L. Hall

3-23-71

REFERRED TO
Walker – So does steel pipe. Burns burned one
By Asst. State Hwy. Engr.
out at the site of const. on the Minnesota Jct. Check
old correspondence [illegible]

NOV 18 1970
FOR [illegible]

[illegible]

INSPECTION NO. ______

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job West Unit, Pendleton-Emigrant Hill Contract No. 7349

Highway Old Oregon Trail

Contractor White Bros. Date November 5, 1970

______ Initial
X Intermediate
______ Final
______ Special

Inspection Made by J. H. Walker
Alfred Shirley
W. C. Ferguson

NOTED
A. E. JOHNSON

REMARKS

The primary work on the project at this time is on the Mission Interchange structure and some fertilizing of areas to be seeded and mulched. Subcontractor, John Compton, is getting ready to open up a quarry on the west of the highway and opposite the State quarry on Emigrant Hill. A meeting was held in Ferguson's office at which the dressing up of the quarry site was discussed after the work was completed so as to make its appearance less objectionable. The main reason for the meeting was to discuss suitable material for the 6-inch subbase to be placed on the project. The subcontractor would have preferred to use the cemented gravel material from the ridge just westerly of the Mission Interchange, but this material would not meet the Sand Equivalent requirement. The intention of the specification when originally made was to require a material superior in quality to this cemented gravel and it was thought at that time the material would likely have to be obtained from either gravels in the Umatilla River or dice rock on Emigrant Hill.

After discussion in which the subcontractor was advised that the cemented gravels would not meet the specifications due to the low Sand Equivalent values, he decided to use the dice rock material from his Emigrant Hill quarry. Our specification of subbase material does not exactly lend itself to this dice rock due to compaction requirements. Compaction tests are virtually impossible to make with this material, so we will by P.A. change this requirement to a non-deflection under a loaded vehicle spec as we have for certain types of embankment.

It was agreed that the contractor could try his vibrator compactor but if it did not do the job, then he would use a grid roller to obtain proper compaction. While gradation requirements may not be met in the original dice rock material as far as the 10 - 50 percent passing the 1/4" is concerned, it is thought the laydown and compaction will provide the necessary gradation to comply.

Resident Engineer Ferguson will prepare a P.A. to cover the above-mentioned items. Res. Engr. Ferguson, Shirley, Coulter, Region Engineers, subcontractor John Compton and myself all agree that the above plan is satisfactory and will provide a good subbase product. Mr. Nichols, Area Engr., FHWA, will be contacted to secure his approval.

cc: Div. Engr. H.S. Coulter
Res. Engr. W. C. Ferguson
A. E. Johnson

John H. Walker
Signed
John H. Walker, Field Construction Engineer

Form 5-1541
June [illegible]

7349

Rock and Quarry Site
11-1-70
[illegible]se TL-2934
Allotment U-5, 878

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS

Umatilla AGENCY

Pendleton, Oregon 97801

Rock Material
~~SAND, GRAVEL, PUMICE, BUILDING STONE~~* PERMIT

THIS AGREEMENT, made and entered into this 1st day of November, 1970, by and between the Rose Patawa, Bernadette Patawa, Elwood Patawa, Irvin D. Patawa, Mary M. Patawa, part~~y~~ies of the first part, hereinafter called Permitters whose address is as per attached schedule,

and J. C. Compton Company,

whose address is P. O. Box 86, McMinnville, Oregon,

party of the second part, hereinafter called Permittee.

1. In consideration of the sum of one and no/100ths************** Dollars ($1.00),

~~paid to~~ ...., the receipt of which is hereby acknowledged, and the covenants, stipulations, and conditions hereinafter contained, it is agreed:

(*a*) Permitter hereby grants the Permittee, subject to limitations hereinafter stated, a ~~non-exclusive or an~~ exclusive* right for a period ending October 31, 1975, to remove ~~sand, gravel, pumice, building stone,~~* rock material from the following-described lands of Permitter, subject to valid existing rights, consisting of 28.5 acres, more or less, to wit:
that parcel of land lying in the Southeast Quarter of the Northeast Quarter in Section 2, Township 1 North, Range 33 East of the Willamette Meridian in Oregon (21.0 acres more or less in Allotment 878) and Lots 1 and 2 and the Southeast Quarter of the Northwest Quarter of Section 2, Township 1 North, Range 33 East of the Willamette Meridian in Oregon (7.5 acres mor or less in Allotment U-5) as specified per attached map.

---

*Strike out words not applicable.

2. In consideration of the foregoing, the Permittee hereby agrees:

(a) *Royalty.*—To pay, or [illegible]se to be paid to the Superintendent f[illegible]he use and benefit of the Permitter, the sum of six (6) cents per yard for all rock material removed from the premises.

(b) *Minimum Royalty.*—To pay, or cause to be paid, to the Superintendent for the use and benefit of the Permitter, in advance, beginning with the date of approval of the permit, as ~~annual~~ minimum royalty, the sum of One Thousand and no/100ths Dollars ($1,000.00), ~~and thereafter pay on each anniversary date of the permit the sum of~~ .... Dollars ($..........); it being understood and agreed that said sum so paid shall be a credit on the royalties accruing during ~~the year~~ term for which the payment of ~~annual~~ minimum royalty is made, and that said ~~annual~~ minimum royalty when paid shall not be refunded to the Permittee because of any subsequent surrender or cancellation hereof.

(c) *Accounts.*—To keep an accurate account of all mining operations, showing the sales, prices, dates, purchasers, and the whole amount of rock material mined, the amount removed, and the gross receipts derived therefrom, and to furnish the Superintendent sworn ~~monthly~~ quarterly reports thereon not later than the 25th of the succeeding month; Permittee's accounts to be at all times available and open to inspection by any duly authorized officer or agent of the Secretary of the Interior during the entire term of this permit, and for 6 months thereafter. (Continued below)

(d) *Payment.*—That as soon as the amounts due for rock material removed hereunder, calculated at the rate of six (6) cents per yard Quarterly shall exceed the minimum royalty payment provided in section 2 (*b*) herein, each of the monthly statements called for in the preceding section shall be accompanied by a check or bank draft on a solvent bank payable to the Superintendent Bureau of Indian Affairs for the amount due for rock material removed.

it ~~3. *Disposition of Minerals and Surface.*—The Permitter expressly reserves the right to use, lease, sell, or otherwise dispose of the minerals not covered by this permit and the surface of the lands embraced within this permit under existing laws or laws hereafter enacted. If nonexclusive right is granted to the Permittee, the Permitter reserves the right to grant additional permits to remove .... from the lands described herein. Such disposition and use shall be subject at all times to the prior right of the Permittee herein to the use of so much of said surface as is necessary in the extraction and removal of .... from the lands herein described in accordance with this permit.~~

4. *Diligence.*—The Permittee shall exercise diligence in the conduct of mining operations and the land described herein shall not be held by the Permittee for speculative purposes, but in good faith for mining the minerals specified and shall begin operations within three months and shall continue production thereafter. Failure by the Permittee in diligent development and continued operation, except when operations may be interrupted by strikes, the elements, or casualties not attributable to the Permittee, shall be held as a want of compliance with the purposes of this permit and shall render it subject to cancellation: *Provided*, That whenever the Secretary or his authorized representative shall consider the marketing facilities inadequate or the economic conditions unsatisfactory, he may authorize the suspension of operations for such time as he may deem advisable, but such action will not release the Permittee from the payment of the advance annual minimum royalty. The payment of said sum does not relieve the Permittee of the responsibility of diligent development and continued operation.

5. *Prevention of Damage.*—The Permittee shall conduct all operations authorized in this permit with due regard to preventing unnecessary damages to vegetation, timber, soil, roads, bridges, cattleguards, fences, and other improvements, and on termination of operations under this permit, shall make provisions for conservation and protection of the property and leave all of the areas on which the Permittee has worked in a condition that will not be hazardous to life or limb, and will be to the satisfaction of the Superintendent. All damages shall be repaired or paid for at the appraised value fixed by the Superintendent.

6. *Liquor.*—The Permittee further agrees that it will not use or permit to be used any part of said premises for any unlawful conduct or purpose whatsoever; that it will not use or permit to be used any part of said premises for the manufacture, sale, gift, transportation, drinking, or storage of intoxicating liquors or beverages in violation of existing laws relating thereto, and that any violation of this clause by the Permittee or with his knowledge, shall render this permit voidable at the option of the Superintendent.

7. *Assignment.*—The Permittee agrees not to assign the Permit or any interest therein by an operating agreement or otherwise, nor to sublet any portion of the permitted premises, except with the approval of the Secretary of the Interior or his authorized representative.

8. *Regulations.*—The Permittee agrees to abide by and conform to any and all regulations of the Secretary of the Interior now or hereafter in force relative to such permits: *Provided*, That no regulation hereafter approved shall effect a change in the rate of royalty without the written consent of the parties to this permit.

9. *Inspection.*—The Permittee agrees that the permitted premises and producing operations, improvements, machinery, and fixtures thereon and connected therewith shall be open at all times for inspection by any duly authorized officer or agent of the Secretary of the Interior.

10. *Surrender and Termination.*—The Permittee may, at any time, during the time hereof, surrender this permit in writing upon the performance of all the Permittee's obligations hereunder, upon the payment of $5 and upon a showing satisfactory to the Secretary of the Interior or his authorized representative, that full provision has been made for the conservation and protection of the property. If this permit has been recorded, Permittee shall file a recorded release with its application for surrender.

11. *Bond.*—Before this permit shall become effective, Permittee shall furnish to the Superintendent

of the Umatilla Agency, Pendleton, Oregon,

an acceptable surety bond in the amount of One Thousand and No/100ths Dollars ($ 1000.00), guaranteeing full and faithful performance of all obligations(continued below)

12. *Cancellation and Forfeiture.*—When, in the opinion of the Secretary of the Interior or his authorized representative, there has been a violation of any of the terms and conditions of this permit, or the applicable regulations, the Secretary or his authorized representative shall have the right at any time after 30 days' notice to the Permittee specifying the violations, and after a hearing if the Permittee shall so request within 30 days of receipt of notice, to declare this permit null and void.

2 (c) (Continued)--An audit of the permittee s accounts and books shall be made annually or at such other time as may be directed by the Superintendent by certified public accountants approved by the Secretary of the Interior and at the expense of the permittee. The permittee shall furnish free of cost a copy of such audits to the Secretary of the Interior though the Superintendent within 30 days after the completion of each auditing.

11. (Continued)--assumed by it under this permit and the companion lease covering property use for rock crusher plant and stockpile site.

Form 5-131
(October 1961)

U.S. DEPARTMENT OF THE INTERIOR

BUREAU OF INDIAN AFFAIRS

LEASE

Allotment No. U-5, 878

Lease No. TL-2935

Umatilla Indian Agency

Contract No.

THIS CONTRACT, made and entered into this 1st day of November, A.D. 1970, by and between the Indian or Indians named below (the Secretary of the Interior acting for and on behalf of the Indians) hereinafter called the "lessor," and J. C. Compton Company of P. O. Box 86, McMinnville, Ore., hereinafter called the "lessee" in accordance with the provisions of existing law and the regulations (25 CFR 131) which by reference are made a part hereof.

WITNESSETH, That for and in consideration of the rents, covenants, and agreements hereinafter provided, the lessor hereby lets and leases unto the lessee the land and premises described as follows, to wit:

that parcel of land lying in Lots 1 and 2 and the Southeast Quarter of the Northwest Quarter of Section 2, Township 1 North, Range 33 East of the Willamette Meridian in Oregon as specified per attached map.

containing 15 acres, more or less, for the term of 5 years, beginning on the 1st day of November, 1970, to be used only for the following purposes: Hot Plant Site, Access Road, Stock Pile

The lessee, in consideration of the foregoing, covenants and agrees, as rental for the land and premises, to pay:

TO— LESSORS: DATE DUE AMOUNT

On approval	$125.00	Mary M. Patawa (Life Estate)	@	$31.25	Agency
11-1-71	125.00	Rose M. Patawa	@	23.43	Direct
11-1-72	125.00	Elwood Patawa	@	23.44	Direct
11-1-73	125.00	Irvin D. Patawa	@	23.44	Direct
11-1-74	125.00	Bernadette Patawa	@	23.44	Direct

In the event of the death of any of the owners to whom, under the terms of this lease, rentals are to be paid direct, all rentals remaining due and payable shall be paid to the official of the Bureau of Indian Affairs having jurisdiction over the leased premises. This provision is applicable only while the leased premises are in trust or restricted status.

While the leased premises are in trust or restricted status, the Secretary may in his discretion, and upon notice to the lessee, suspend the direct rental payment provisions of this lease in which event the rentals shall be paid to the official of the Bureau of Indian Affairs having jurisdiction over the leased premises.

This lease is subject to the following provisions:

1. "SECRETARY" as used herein means the Secretary of the Interior or his authorized representative.

2. IMPROVEMENTS.—Unless otherwise provided herein it is understood and agreed that any buildings or other improvements placed upon the said land by the lessee become the property of the lessor upon termination or expiration of this lease.

3. UNLAWFUL CONDUCT.—The lessee agrees that he will not use or cause to be used any part of said premises for any unlawful conduct or purpose.

4. SUBLEASES AND ASSIGNMENTS.—Unless otherwise provided herein, a sublease, assignment or amendment of this lease may be made only with the approval of the Secretary and the written consent of all parties to this lease, including the surety or sureties.

5. INTEREST.—It is understood and agreed between the parties hereto that, if any installment of rental is not paid within 30 days after becoming due, interest at the rate of 6 percent per annum will become due and payable from the date such rental became due and will run until said rental is paid.

6. RELINQUISHMENT OF SUPERVISION BY THE SECRETARY.—Nothing contained in this lease shall operate to delay or prevent a termination of Federal trust responsibilities with respect to the land by the issuance of a fee patent or otherwise during the term of the lease; however, such termination shall not serve to abrogate the lease. The owners of the land and the lessee and his surety or sureties shall be notified by the Secretary of any such change in the status of the land.

7. RENTAL ADJUSTMENT.—The rental provisions in all leases which are granted for a term of more than five years and which are not based primarily on percentages of income produced by the land shall be subject to review and adjustment by the Secretary at not less than five-year intervals in accordance with the regulations in 25 CFR 131. Such review shall give consideration to the economic conditions at the time, exclusive of improvement or development required by this contract or the contribution value of such improvements.

8. INTEREST OF MEMBER OF CONGRESS.—No Member of, or Delegate to, Congress or Resident Commissioner shall be admitted to any share or part of this contract or to any benefit that may arise herefrom, but this provision shall not be construed to extend to this contract if made with a corporation or company for its general benefit.

9. VIOLATIONS OF LEASE.—It is understood and agreed that violations of this lease shall be acted upon in accordance with the regulations in 25 CFR 131.

10. ASSENT NOT WAIVER OF FUTURE BREACH OF COVENANTS.—No assent, express or implied, to any breach of any of the lessee's covenants, shall be deemed to be a waiver of any succeeding breach of any covenants.

11. UPON WHOM BINDING.—It is understood and agreed that the covenants and agreements hereinbefore mentioned shall extend to and be binding upon the heirs, assigns, successors, executors, and administrators of the parties of this lease. While the leased premises are in trust or restricted status, all of the lessee's obligations under this lease, and the obligations of its sureties, are to the United States as well as to the owner of the land.

12. APPROVAL.—It is further unders[illegible] and agreed between the parties hereto that this lease sha[illegible] be valid and binding only after approval by the Secretary.

13. ADDITIONS.—~~Prior to execution of this lease~~

~~provision(s) number(s)~~ ....

.... has ~~(have)~~ been added hereto and by reference is (are) made a part hereof. *

* In order to protect this access road which is an asset to the property, the Lessors agree to furnish fifty (50) feet of forty-eight (48) inch culvert. The Lessee will purchase and install the culvert and the cost of the culvert will be subtracted from royalty payments.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS

MODIFICATION

CONTRACT NO. ____________

ALLOTMENT NO. U-5, 878

T. B. ____________

LEASE NO. IL-2935

PAGE ____________

It is hereby agreed by and between Mary M. Patawa, Rose M. Patawa, Elwood Patawa, ~~Irvin D. Patawa, Bernadotte Patawa~~,

lessor, and J. C. Compton Co., lessee, and United Pacific Insurance Company

bondsman, and ____________, bondsman, that Lease No. IL-2935

covering the U-5, 878, allotment of U-5 -- Lakatokasela and

878-Elizabeth Patawa be modified to provide: For inclusion of the installation of three (3) settling ponds on that parcel of land lying in Lots 1 and 2 and the Southeast Quarter of the Northwest Quarter of Section, 2, Township 1 North, Range 33 East of the Willamette Meridian in Oregon as specified per attached map. The settling ponds will be used in accordance with and in compliance to County and State Regulations for the control of wastes by con-

This modification does not change any of the terms, conditions, or stipulations except as specifically set forth herein.

cont'd on reverse side

UNITED PACIFIC INSURANCE COMPANY
(Bondsman)

By H. T. Duren
(Bondsman)

H. T. Duren, Attorney-in-Fact

____
(Lessee)

J. C. Compton Co.

____
(Lessor)

____
(Lessor)

Subscribed and sworn to by JOHN C. Compton,

before me, a Notary Public in and for the County of YAMHILL,

State of OREGON, this 28 day of JUNE, 19 71

My commission expires 4/29/74

____
Notary Public.

UNITED STATES INDIAN SERVICE

The within modification is hereby approved and declared to be made in accordance with the law and the rules and regulations prescribed by the Secretary of the Interior thereunder, and now in force.

Harold A. Duck
Harold A. Duck
United States Indian Superintendent.
Umatilla Indian Agency,

Pendleton, Oregon 97801

cont'd

tamination or other abuses and damages within or surrounding the leased premises to which settling ponds will cause pollution or tend to cause pollution of any domestic waters on the Umatilla Reservation or of any land on the Umatilla Reservation.

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JUL 6 - 1970
FOR FILING

I-80N-6(43)213
7349

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 2, 1970

Umatilla Electric Cooperative
Box 1025
Hermiston, Oregon 97838

ATTENTION: R. W. Wooley

Re: Additional Conflicts
Power Distribution Line
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-6 (43) 213
Contract No. 7349

Gentlemen:

Reference is made to our letter dated June 16, 1970, which listed two (2) additional conflicts which required adjustment on this section.

We have obtained permission from the Bureau of Public Roads to allow these poles to remain in place, since they do not conflict with the proposed construction on this section. The access control fence will be constructed between the poles and the highway.

This will confirm our verbal instructions to you to disregard the above mentioned letter dated June 16, 1970.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Phil Preston

(for) T. W. Litchfield
Railroad & Utility Engineer

PGP:ss
cc: F. B. Klaboe
F. D. Morgan
D. J. Barbee (3)
V. E. Skoog
R. P. Hamilton
H. S. Coulter
H. M. Fillmore

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

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JUL [illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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7349

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 2, 1970

Pacific Northwest Bell Telephone Company
421 S.W. Oak Street - Room 437
Portland, Oregon 97204

ATTENTION: Right of Way Supervisor

Re: Telephone Line Conflicts
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-6 (43) 213
Contract No. 7349

Gentlemen:

Reference is made to our letter dated June 16, 1970, which listed two (2) additional conflicts which required adjustment on this section.

We have obtained permission from the Bureau of Public Roads to allow these poles to remain in place, since they do not conflict with the proposed construction on this section. The access control fence will be constructed between the poles and the highway.

This will confirm our verbal instructions to you to disregard the above mentioned letter dated June 16, 1970.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
A. E. JOHNSON

By: Phil Preston

T. W. Litchfield
(for) Railroad & Utility Engineer

PGP:ss
cc: F. B. Klaboe
F. D. Morgan
D. J. Barbee (3)
V. E. Skoog
R. P. Hamilton
H. S. Coulter
H. M. Fillmore

RECEIVED
JUL 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I 8L N-6(43)213

STATE COPY

6-1R

Contingent upon modification of pro- [illegible] additional funds are [illegible]

Engineering Coordinator

DATE 7-14-70

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JUL 1 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7 B 49

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

U. S. BUREAU OF PUBLIC ROADS

Project Name West Unit, Pendleton-Emigrant Hill Section Date June 29, 1970

Highway Old Oregon Trail Contract No. 7349 F. A. Project No. I-80N-6(43)213

County Umatilla Prefix 630-1009 Account No. 278-01

Description of Work To Be Done:

Temporary striping throughout the project. Paint permanent traffic lines and markings throughout the project.

Location by Station Numbers:

Eastbound and Westbound lanes including the Mission Interchange from 307-540 and the Scale Site from station 995-1025.

Estimate of Quantities and Costs:

Temporary striping at actual cost	$ 549.00
Permanent striping as follows:	
4" beaded skip line 9 miles at current agreed unit prices	261.00
3" beaded solid shoulder 21 miles @ current agreed unit prices	882.00
Incidental pavement legends 18 hrs @ current agreed unit prices	1,008.00
TOTAL	$2,700.00

Explanation:

Work to be done by State forces. Temporary striping will be done on actual cost basis. Permanent striping will be done on agreed unit prices in effect at the time the work is done.

Work has not started.

NOTED
TOM EDWARDS

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,941,160.62
Present estimate of project cost, including $2,700.00 for work under this order	$2,941,160.62
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0%

Space to right of this line is for use of Salem Office

Submitted by: W C Ferguson Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

NOTED
A. E. JOHNSON

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

Const.

State Printing

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JUN 19 1970
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OREGON STATE
HIGHWAY DIVISION

I-80N-6(43)213

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7349

June 16, 1970

Umatilla Electric Cooperative
Box 1025
Hermiston, Oregon 97838

Re: Additional Conflicts
Power Distribution Line
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County I-80N-6 (43) 213
Contract No. 7349

ATTENTION: R. W. Wooley

Gentlemen:

Reference is made to Mr. J. L. Sollis' letter of August 5, 1969, which listed certain facilities owned by your company that are in conflict with the construction requirements of the subject section. Listed below are two (2) additional conflicts which must be adjusted.

Item	Station	Dist. from C/L Indicate Direction		Private	Remarks
Power Pole	997+65	90' Rt.(Southerly)		X	Tel. Cable attached
Power Pole	998+55		161' Lt (Northerly)	X	Tel. Cable attached

Inasmuch as the above mentioned August 5 letter requested a cost estimate and sketch for the reimbursable work only, and it appears this additional work would be feasible to include in the same estimate, please follow all of the instructions included in our August 5 letter.

Very truly yours,

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Railroad & Utility Engineer

PGP:ss
cc: F. B. Klaboe
F. D. Morgan
D. J. Barbee (3)
V. E. Skoog
R. P. Hamilton
H. S. Coulter
H. M. Fillmore

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1859

OREGON STATE
HIGHWAY DIVISION

I-80N-6(43)213

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7349

June 16, 1970

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street - Room 437
Portland, Oregon 97204

ATTENTION: Right of Way Supervisor

Re: Telephone Line Conflicts
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-6 (43) 213
Contract No. 7349

Gentlemen:

Reference is made to Mr. J. L. Sollis' letter of August 5, 1969, which listed certain facilities owned by your company that were in conflict with the construction requirements of the subject section. Listed below are two (2) additional conflicts which must be adjusted.

Item	Station	Dist. from C/L Indicate Direction	Private	Remarks
Power Pole	997+65	90' Rt. (Southerly)	X	Tel. Cable attached
Power Pole	998+55	161' Lt. (Northerly)	X	Tel. Cable attached

Inasmuch as the conflicts listed in our above mentioned letter of August 5 were all on public road right of way, please send a cost estimate and sketch for these additional conflicts only.

All of the provisions of our letter of August 5, 1969, will remain in full force and effect.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad & Utility Engineer

PGP:ss

cc: F. B. Klaboe
F. D. Morgan
D. J. Barbee (3)
V. E. Skoog
R. P. Hamilton
H. S. Coulter
W. C. Ferguson
H. M. Fillmore

R[illegible]
MAY 4 - 1970
FOR [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

I-80N-6(43)213
1349

Salem, Oregon 97310
April 30, 1970

To: Tom Edwards
Assistant State Highway Engineer
BUILDING

SUBJECT: Signing
Mission Interchange - I-80N
East of Pendleton

TE 8421

8421

The signing mentioned in Mr. Enbysk's April 24 letter concerns revised signing at the Mission Interchange which is being constructed as a part of the west unit of the East Pendleton-Emigrant Hill Section of I-80N.

Revised plans have been sent to the Resident Engineer. He is to work out a price agreement as a part of the overall contract.

L. E. George
L. E. George
Assistant Traffic Engineer

VPJ:mk

NOTED
TOM EDWARDS

RECEIVED
MAY 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

THE CITY OF PENDLETON

P. O. BOX 190
PENDLETON, OREGON 97801

April 24, 1970

Mr. Tom Edwards
Asst. State Highway Engineer
Oregon State Highway Divison
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

Signing at the Mission Interchange on Highway I-80N, as proposed in your letter of April 9, 1970, has been reviewed by the City and the Chamber of Commerce Transportation Committee. The signing as proposed has been approved by the City and the Chamber.

Your consideration in this regard is sincerely appreciated.

Sincerely yours,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager

Buck sign
file
& Report

THE WORLD'S ROUND-UP CITY

RECEIVED
APR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

APR 28 1970
TRAFFIC ENGINEER

STATE COPY Form Approved; Budget Bureau No. 04-R2089.1

MONTHLY TRANSACTION NO. 4-79	FO PR-2 (RE. 3-66) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Umatilla
PROJECT REPORT NO. 6	(PPM 21-7) 4-21-70	PROJECT NO. I-80N-6(43)213

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

W. Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-25-70	4.034
OTHER (Specify)		

FUNDS Pro rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,807,921	$ 2,590,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By G L Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer April 21, 1970

EXISTING STOCKS OF PR-2 (REV. 3-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. I-80N-6(43)213

W. UNIT, PENDLETON-EMIGRANT HILL SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

SALEM, OREGON, APRIL 8, 1970

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 307+00 to Sta. 520+00)(Includes Scale Site at Sta. 1012+20)

Furnishing Field Laboratory Building	1 only	$1,000.00	$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		30,000.00
Clearing and Grubbing	All Required		30,000.00
Removal of Structures and Obstructions	All Required		12,000.00
Ditch Excavation	2,100 cu.yd.	2.00	4,200.00
General Excavation	316,000 cu.yd.	0.80	252,800.00
Embankment in Place	234,950 cu.yd.	0.80	187,960.00
Overhaul	96,000 C-yd.sta.	0.40	38,400.00
Trench Excavation	3,350 cu.yd.	3.00	10,050.00
Tractor (Crawler Type) 185 H.P. with Dozer	140 hour	30.00	4,200.00
Motor Grader, Minimum 21,000 lbs.	160 hour	18.00	2,880.00
Finishing Roadbed and Slopes	All Required		10,000.00
Furnishing and Placing Topsoil	40,500 cu.yd.	1.20	48,600.00
Watering	3,800 M-gal.	4.00	15,200.00
Aggregate Subbase	79,900 ton	1.45	115,855.00
Plant Mix Aggregate Base	146,700 ton	2.70	396,090.00
Cement Treated Base Mixture	65,000 ton	2.90	188,500.00
Portland Cement in CTB Mixture	3,550 ton	30.00	106,500.00
Asphalt in Seal	95 ton	45.00	4,275.00
Class "B" Asphalt Concrete Mixture	69,860 ton	5.05	352,793.00
Asphalt Cement in Mixture	4,500 ton	32.00	144,000.00
Asphalt in Tack Coat	40 ton	60.00	2,400.00
3/4" - 0 Aggregate in Prime Coat	280 cu.yd.	5.00	1,400.00
MC-250 Asphalt in Prime Coat	50 ton	55.00	2,750.00
Class "A" Concrete in Box Culvert	130 cu.yd.	90.00	11,700.00
Reinforcement in Box Culvert	17,800 lb.	0.16	2,848.00
8'2" x 5'9" Structural Plate Pipe Arch, 12 Gage Top and Sides and 10 Gage Bottom	48 lin.ft.	70.00	3,360.00
15-inch Paved Culvert End Slopes	2 only	50.00	100.00
18-inch Paved Culvert End Slopes	14 only	60.00	840.00
24-inch Paved Culvert End Slopes	8 only	80.00	640.00

36-inch Paved Culvert End Slopes	12 only	90.00	$ 1,080.00
48-inch Paved Culvert End Slopes	4 only	100.00	400.00
15-inch Culvert Pipe	330 lin.ft.	5.00	1,650.00
18-inch Culvert Pipe	1,530 lin.ft.	7.00	10,710.00
24-inch Culvert Pipe	950 lin.ft.	9.00	8,550.00
36-inch Culvert Pipe	770 lin.ft.	18.00	13,860.00
48-inch Culvert Pipe	490 lin.ft.	32.00	15,680.00
60-inch Culvert Pipe	140 lin.ft.	40.00	5,600.00
36-inch Arch Type Culvert Pipe	190 lin.ft.	20.00	3,800.00
60-inch Arch Type Culvert Pipe	84 lin.ft.	50.00	4,200.00
Extra for Pipe Under Pavement	74 lin.ft.	8.00	592.00
Concrete Inlets, Type G-2	20 only	150.00	3,000.00
Guard Rail, Type 1	940 lin.ft.	3.00	2,820.00
Guard Rail, Type 1A	440 lin.ft.	4.00	1,760.00
Guard Rail, Type 2A	880 lin.ft.	4.50	3,960.00
Portable Barricade	8 only	100.00	800.00
Guard Rail Anchors	5 only	220.00	1,100.00
Extra for Guard Rail Bridge Connection	4 only	150.00	600.00
Type 2 Fence	65,150 lin.ft.	0.60	39,090.00
16' x 48" Single Gates	1 only	160.00	160.00
16' x 48" Double Gates	2 only	220.00	440.00
Extra for Asphalt Approaches	5 only	50.00	250.00
26' Cattle Guards	4 only	2,300.00	9,200.00
Guide Posts, W-1	170 only	7.00	1,190.00
Guide Posts, Y-2	90 only	7.50	675.00
Salvaging and Re-laying Pipe	48 lin.ft.	20.00	960.00
Roadside Seeding	125 acre	120.00	15,000.00
Roadside Mulching	125 acre	120.00	15,000.00
Seed Mixture	3,750 lb.	1.00	3,750.00
Fertilizer, 22-16-8	500 cwt.	8.00	4,000.00
9-inch Concrete Surfacing	120 lin.ft.	10.00	1,200.00
SIGNING			
Removal of Existing Sign Installations	All Required		100.00
Painted Wood Sign Posts	All Required		1,440.00
Sign Support Footings	All Required		1,950.00
Breakaway Sign Posts	All Required		6,000.00
Single Sign Supports	All Required		3,000.00
Structure Mounts	All Required		1,000.00
Type "A" Signs in Place	1,274 sq.ft.	7.00	8,918.00
Type "C" and "D" Signs in Place	494 sq.ft.	4.00	1,976.00
Type "E", "F" and "G" Signs in Place	126 sq.ft.	4.00	504.00
Type "P" Signs in Place	12 sq.ft.	6.00	72.00
Sign Covers	45 sq.ft.	1.00	45.00
Thermoplastic Pavement Arrows	2 only	100.00	200.00
			$2,177,623.00
Flagging (60% of Contractor's Cost)	All Required		7,500.00

Subtotal	$2,185,123.00
10% Engr. & Cont.*	217,512.00
Total	$2,402,635.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

Type Code X721
Mission Interchange U'xing (Sta. EB 431+37.29)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Structure Excavation	1,100 cu.yd.	5.00	5,500.00
Structure Excavation Below Elevations Shown	100 cu.yd.	5.00	500.00
Furnish Steel Piling	3,090 lin.ft.	4.00	12,360.00
Drive Steel Piles	66 only	75.00	4,950.00
Splice Steel Piles	16 only	30.00	480.00
Class "A" Concrete (831 cu.yds.)	All Required		70,000.00
Class "AA" Concrete (1,125 cu.yds.)	All Required		129,000.00
Prestressing Steel (115,300 lbs.)	All Required		60,000.00
Reinforcement (349,000 lbs.)	All Required		59,000.00
Two Tube Metal Railing	832 lin.ft.	13.50	11,232.00
Preparation of Slopes	350 sq.yd.	2.00	700.00
Concrete Slope Paving	350 sq.yd.	8.00	2,800.00
Slope Paving Curb	160 lin.ft.	4.00	640.00
8-inch Culvert Pipe	320 lin.ft.	4.00	1,280.00
	Subtotal		$ 368,442.00
	10% Engr. & Cont.		36,844.00
	Total		$ 405,286.00

Length of Roadway - - - - - 4.034 Miles
Length of Structure (1) - - 0.000 Mile
Total - - 4.034 Miles

Cost of Roadway Per Mile- - $595,596.18

Items Retained in Program Status

Slide Correction	All Required	$ 50,000.00
Pavement Striping	All Required	1,500.00
Repair and Maint. St. Andrews Rd.	All Required	5,000.00

Subtotal	$ 56,500.00
10% Engr. & Cont.	5,650.00
Total	$ 62,150.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,402,635.00	$2,216,600.00	$186,035.00
Structures	405,286.00	373,900.00	31,386.00
Subtotal	$2,807,921.00	$2,590,500.00	$217,421.00
Retained in Program Status	62,150.00	57,300.00	4,850.00
Total	$2,870,071.00	$2,647,800.00	$222,271.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1 - 100%

Prefix: 630-1009

Contract No. 7349

W. UNIT, PENDLETON-EMIGRANT HILL SECTION

PROJECT NO. I-80N-6(43)213

NONPARTICIPATING STATE WORK

Scale Pit and Approach Slab	1 only	$4,300.00	$4,300.00

RECEIVED
JUN 2 - 1970

I-80N-6(43)213
7349

Bid Mar 19

April 3, 1970

White Bros. Construction Co., Inc.
& Ross Bros. Construction, Inc.
P. O. Box 683
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission on March 24, 1970, accepted your proposal for grading, paving, structure and signing on the West Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail in Umatilla County for the sum of $2,550,365.00 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right-of-way is acquired and approval of the Bureau of Public Roads is received.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7349.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 15, 1970.

Bid Item 96 for salvaging and relaying pipe in the proposal was shown as 48 only. The proposal should have read 48 lineal feet, which we note that you changed in your proposal. The unit price and the total remain the same.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
H. S. Coulter
W. C. Ferguson

RECEIVED
APR 8 - 1970
FOR FILING

I-80N-6(43)213
7349

April 3, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of April 3, 1970, is requested in the award of contract for the W. Unit, Pendleton-Emigrant Hill Section, Project No. I-80N-6(43)213.

The contractor receiving the award is White Bros. Construction and Ross Bros. Construction in the amount of $2,550,365.00, with Contract No. 7349 assigned. This bid was received on March 19, 1970, and awarded April 3, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

RECEIVED
MAR 30 1970

FOR FILING

I-8CN-6(43)213
7349

March 27, 1970

The Honorable D. R. Cook
County Judge
Umatilla County Courthouse
Pendleton, Oregon 97801

Dear Judge Cook:

During recent conferences concerning the destination signing on the Interstate 80N Highway at Mission Junction, a series of sign revisions were discussed with you and with representatives of the City of Pendleton. At that time, the County Court expressed a desire to route traffic via the Umatilla-Mission Highway to ORE11 and the cities of Milton-Freewater and Walla Walla.

We wish to advise you that the final signing which will be installed on this project will carry these destinations. The City of Pendleton has agreed to these sign changes.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
H. S. Coulter -- The Traffic Section is preparing revised destination plans and material will be sent to you soon for a contract revision.

LEG:mk ja

3-5-70

RECEIVED
MAR 10 1970

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-80N-6(43)213

SECTION: WEST UNIT, PENDLETON-EMIGRANT HILL SECTION

WORK : GRADE, PAVE, STRUCTURES AND SIGNING

COUNTY : UMATILLA

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-80N-6(43)213 Klaboe
7349

FROM: MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: FEBRUARY 25, 1970

DATE AUTHORIZED: FEBRUARY 25, 1970

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION — ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $7,500.00 AS SHOWN IN YOUR ESTIMATE.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S FEBRUARY 20, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE 1970 EDITION OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

OFFICE USE
3-10-70
Young
where.

DATE: 3-5-70

SIGNATURE OF APPROVING OFFICIAL: R.E. SIMPSON

TITLE: DIVISION ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR AP
OF INDIVIDUAL PROJECT R
(PPM 21-1 AND

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR
2	(19) (20)	21 I-80N E. Pendleton Interchange - S.E. 13.6 mi. 65		3,400	5,800 (66) (70)	90 (71) (72)

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY					
			FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR
3	28 Gr. Dr. High Type Pave. 1 Str. 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75

CARD			
	CLASS OF FEDERAL FUNDS [1] Interstate		COUNTY NAME Umat
4	NAME OF URBAN AREA 17-31	F.A. SYSTEM Interstate	

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	599	I-80N-6(43) 213	I-80N E. Pendleton Interchange - S. E. 4.02 mi. (West Unit, Pendleton - Emigrant Hill Section)	4.02	3,000,000
										PROJECT TOTAL	4.02	3,000,000
5					PE ROW CONST		RE-QUESTED REVISION	599	I-80N-6(43) 213	I-80N E. Pendleton Interchange - S. E. 13.6 mi. (West Unit, Pendleton - Emigrant Hill Section)	4.034	2,870,000 (16) (88)
										PROJECT TOTAL	4.034	2,870,000

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To extend the easterly terminus a
construction of a westbound truck scale site with ill
construction of a W. B. Truck Scale Site complete w
Cost" to reflect the additional work.

DATE OF INITIAL APPROVAL:
January 27, 1970

OTHER:

PROGRAM REVISION REQUESTED

DATE February 24, 1970

SIGNATURE

~~[illegible]~~ L. H. Young
Program & Planning Engineer

RECOMMENDED

DATE

SIGNATURE

TITLE

---

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

7349

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

E. 65	ADT	3,400	FUTURE 5,800 (66) (70)	YEAR 90 (71) (72)	REGION 08 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 042 4 6

ITEM NO.: 599 (14) (16)

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PREFIX LETTER(S) I - 14 23	NUMBER-AGR. NO. 80-6(43) 7 13	POST MI. MI. 213 (24) (26)	DESIG. N 27

	COUNTY NAME Umatilla	CODE 14 059 16

A. SYSTEM Interstate	RTE NO. I	FEDERAL AID I-80N	STATE (32) (36)	U.S. (37) I-80N (41)

TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
I-80N E. Pendleton Interchange - S. E. 4.02 mi. (West Unit, Pendleton - Emigrant Hill Section)	(54) (58) 4.02	(59) (66) 3,000,000	(67) (76) 2,766,000	234,000	Gr. Dr. 4-12' lanes H. T. Pave with 10' R. & 6'L. Shldrs., 106' median, 1-Uxing. Str. length 414', H. C. 40', Frontage roads 12' to 20'.
PROJECT TOTAL	4.02	3,000,000	2,766,000	234,000	
I-80N E. Pendleton Interchange - S. E. 13.6 mi. (West Unit, Pendleton - Emigrant Hill Section)	4.034	2,870,000 (16) (23)	2,647,000 (24) (33)	223,000	Gr. Dr. 4-12' lanes H. T. Pave with 10' R. & 6' L. Shldrs., 106' median, 1-Uxing. Str. length 414', H. C. 40', Frontage roads 12' to 20'. W. B. Truck Scale Site with illumination.
PROJECT TOTAL	4.034	2,870,000	2,647,000	223,000	

REASON FOR CHANGE: To extend the easterly terminus approximately 9.5 miles easterly to include the construction of a westbound truck scale site with illumination. To add to "Character of Proposed Work" construction of a W. B. Truck Scale Site complete with signing and illumination. To increase the "Project Cost" to reflect the additional work.

VISION REQUESTED	RECOMMENDED	APPROVED
24, 1970	DATE	DATE
	SIGNATURE	SIGNATURE
L. H. Young Program & Planning Engineer	TITLE	TITLE

show both classes of funds involved.

USCOMM-DC 48800-P61

RECEIVED
FEB 24 1970
FOR FILE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-80N-6(43)213
7349

DATE: February 17, 1970

In reply refer to: 08-35-EC

Elaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(43)213
West Unit Pendleton - Emigrant Hill Section
Umatilla County

In accordance with paragraph 10f of PPM 21-6.3 we concur it is in the public interest to waive the requirements of paragraph 10e of PPM 21-6.3 as they relate to property occupied by the State-owned sand shed. The area in which the sand shed is located is subject to snow and icing and the shed is therefore needed until spring. The area to be temporarily excluded from use by the contractor will not create a hardship on his part nor will it delay completion of the contract. The Specifications for this project are to relate to all bidders the restrictions concerning availability of this portion of the right of way. In addition the specifications should state that if no bids are received for the building the contractor will be required to remove the building under Section 104.04 of the Standard Specifications.

This project is scheduled for letting on March 19. This portion of the right of way will be made available to the contractor no later than May 1.

F.B. KLABOE

2-20-70
REFERRED TO
Young
By Asst. State Hwy. Engr

RECEIVED
FEB 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 11 1970

I-80N-6(43)213
7349

February 10, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

W. Unit, Pendleton-Emigrant Hill
Oregon Project I-80N-6(43)213
Umatilla County

Dear Sir:

We hereby request the requirements of paragraph 7e of PPM 21-12 and 10e of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project. We plan to open bids for the project March 19, 1970.

The restriction involves a State-owned sand shed that is in use and is needed until April 1, 1970. The attached plan sheet with the restricted area colored red will be a part of the construction plans. The specifications will contain the restrictive clause required in paragraph 6e of PPM 21-6.3, that the area as shown will not be available for the contractor's use until May 1, 1970.

We plan to advertise the shed for sale on March 9, 1970, open bids March 31, 1970 and allow a 30-day removal period with the area available to the contractor on May 1, 1970.

The restricted area can be avoided by the contractor without any hardship on his part because it is in an interchange area. It will not cause any delay to the contractor in the final completion date or increase the cost of the project. We don't anticipate any difficulty in selling the structure but if we cannot sell it at the bid opening we will be forced to have the contractor remove it and there may be a need for an extension of time if the restriction is necessary beyond May 1, 1970.

The Highway Commission has selected this Interstate fund project as the principal contract to be let at this time as its design is complete and the right of way is all purchased; therefore, economically it is in the public interest not to delay the award because one building is on the right of way.

If further information is needed please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

Attach.

cc: F. B. Klaboe
D. J. Barbee
John Oakes
Ed Hunter
W. H. Haskins
C. G. Swenson
R. N. Chase

RECEIVED
FEB 18 1970
ENGINEER
CITY DIVISION

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-6(43)213
7349

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 9, 1970

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

MISC. CONTRACTS and AGREEMENTS No. 5279

Gentlemen:

The State proposes to accept bids on the West Unit, Pendleton-Emigrant Hill Section of the Old Oregon Trail (I-80N) in March, 1970. The agreement dated July 24, 1967, covered the work contemplated on the project, however, it has been determined that construction of the Mission Road Interchange will constitute detours and temporary closure of various roads within the area, some of which are presently under County jurisdiction.

In order to accomplish the reconstruction and work in the most economical manner, State requests concurrence of County in the temporary closure to through traffic, that portion of Mission Road South between I-80N and St. Andrews Road. The State further requests use of St. Andrews Road between Mission South Road and I-80N, during the interim of construction, as a temporary detour.

State shall furnish and install all necessary signing and perform the required maintenance on St. Andrews Road for the duration of the closure of Mission South Road, all at no expense to County.

Upon completion of construction and the opening to traffic of Mission Road Interchange, St. Andrews Road shall be returned to County's jurisdiction in a condition at least equal to or better than the condition existing at the time of rerouting traffic, at no expense to County.

If this proposal is acceptable to the County Court, please return two signed copies to this office. Your cooperation in this matter is appreciated.

APPROVED 2-16 19 70
COUNTY COURT OF .... COUNTY
BY ....
COUNTY JUDGE
....
COUNTY COMMISSIONER
Raymond Bevans
COUNTY COMMISSIONER

Very truly yours,

Forrest Cooper
State Highway Engineer

By: H S Cox
H. S. Cox
County and City Engineer

NOTED
FLOYD QUERY

DNH:ljt
cc: D. J. Barbee
H. S. Coulter
Floyd Query (No Commission action needed)

NOTED
DON HARWELL

RECEIVED
FEB 2 - 1970

FOR FILING

I-80N-6(43)213
7349

Salem, Oregon 97310
January 30, 1970

Mr. G. L. Decker
Assistant Construction Engineer
BUILDING

Pendleton-Emigrant Hill
Section, Old Oregon Trail
Highway, Base Design

Reference is made to your recent analysis of the base design on this project. Inasmuch as the grades are steep and there is considerable horizontal alignment involved with curvature up to 5 degrees, I believe it would be best to use the AC design.

Please work up the project along these lines.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srt

cc: D. J. Barbee

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1970

SUBJECT: Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Base Design - New Lane

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

As discussed January 20, estimated costs have been determined for a rigid type surfacing to be placed only on the easterly 7.0 miles (free alignment section) of the westbound lane. An abundance of basalt dice rock will be excavated on this section. This can be utilized as select subgrade material to improve the sub~~ject~~grade and permit consideration of a minimum depth section.

Detailed per mile cost figures for two sections are attached. Summarized, they are as follows:

No. 1

8" PCC - Cont. Reinf.	Initial Cost	$132,657.75
6" Base Rock	PWC (25 years)	136,054.40

No. 2

8" PCC - Cont. Reinf.	Initial cost	$142,179.00
4" CTB	PWC (25 years)	145,575.75
2" Level		

All of this easterly 7.1 miles is on a comparatively steep gradient (up to 6 percent) and horizontal alignment involves considerable curvature (up to 5 degrees plus). Because of this, $6.50 per square yard was placed on the PCC. This is $0.25 per square yard more than was used when considering PCC for the entire section which contained four miles of tangent on the westerly end.

Computations previously prepared for the entire section are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker

G. L. Decker
Assistant Construction Engineer

GLD:fw
Attach.
cc C. J. Gregg

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

Per mile
2 Lanes

Pendleton - Emigrant Hill
PCC Design
Per Mile - Two Lanes

8" PCC
6" Rock

Items	unit	Quant	Quant +10%	unit price	Amount	
Stone Base	Ton		14,388	1.95	28,056	50
Asph Con. Mix	"		1,987	4.75	9,438	25
Asph in mix	"		96	34.00	3,264	00
PCC - Cont. Reinf	Sq. Yd.	14,080		6.50	91,520	00
Prep of base	Mile	1		379.0	379	00
			Initial Cost		$ 132,657	75
			Maint - 25 yrs		3,396	65
			PWC		$ 136,054	40

8" PCC
4" CTB
2" Level
over Grid Rolled Dice Rock

26'
.333 4" CTB

$\frac{.333 \times 26 \times 5280}{27}$ = 1,693 C. Yds

or 3,386 tons + 10% = 3725 tons

Stone Base	Ton		10,663	1.95	20,792	85
CTB	"		3,725	3.00	11,175	00
Cement in CTB	"		187	30.00	5610	00
PCC - Cont Reinf	Sq. Yd	14,080		6.50	91,520	00
Prep of base	mile	1		379.0	379	00
Asph Conc Mix	Ton		1,987	4.75	9,438	25
Asph in Mix			96	34.00	3,264	00
PWC - $145,575.75			Initial Cost		$ 142,179	00

+ Maint 25 yrs - 3,396.65
PWC 145,575.75

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1970

SUBJECT: Pendleton - Emigrant Hill
~~Mission Jct. -Deadmans Pass~~
I-80N
Base Design - New Lane

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Detailed cost estimates for the flexible design over CTB used to prepare plans and two possible rigid designs are attached. Summarized they are as follows:

Flexible Design - Per Mile

4" A. C.		
10" CTB	Initial Cost	$119,024.75
3" Level	P.W.C. (25 years)	134,267.62
6" Dice Rock		

Rigid Design - Per Mile

8" PCC (Cont. Reinf.)		
4" CTB	Initial Cost	$155,435.90
6" PMSB	PWC (25 years)	158,832.55

Rigid Design No. 2 - Per Mile

8" PCC (Cont. Reinf.)	Initial Cost	$131,913.45
6'' — 4" Level	PWC (25 years)	135,310.10
6" Dice Rock (Min.)		

On this project we were advised the sand or fine fraction of concrete aggregates would be hauled 38 miles from the Umatilla source, adding an estimated 41 cents per square yard to the cost of PCC. This is reflected in the $6.25 per square yard price shown.

Frost penetration on this section was considered to be 36 inches.

Rigid Design No. 2 is shown to provide a competitive design. It is not desirable for two main reasons: (1) Difficulty of providing uniform support in non-graded course of dice rock; and (2) Problem of maintaining level course to close tolerances required under PCC.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fw
Attach.
cc C. J. Gregg

Form E-1477-1086

OREGON STATE HIGHWAY
DEPARTMENT

COLUMNAR TABULATION SHEET

5" P.C.C. Cont. Reinf. — Pendleton - Dead

[illegible] C.T.B.

6" A.M.S.B.

State Printing

Items		Unit	Quant	Quant + 10%	Unit Price	Amount	
P.M.S.B.	(incl. water)	Ton		17,500	1.95	34,125	00
Leveling		Ton		1535	1.95	2,993	25
Sprinkling		M. Gal		27	2.00	54	00
Prep of Base		Mile	1		379.00	379	00
C.T.B.		Ton		3725	3.00	11,175	00
Cement in C.T.B.		Ton		187	30.00	5,610	00
A.C.		Ton		1987	4.95	9,835	65
Asp in A.C. Mix		Ton		96	34.00	3,264	00
P.C.C. Cont. Reinf.		Sq. Yd.	14,080		6.25	88,000	00
				Initial Cost	$	155,435	90
				Maint 25 yr		3,396	65
		Present Worth Cost				158,832	55

Form E-147—10M

OREGON STATE HIGHWAY
DEPARTMENT

COLUMNAR TABULATION SHEET

8" P.C.C. Conti. Reinf. Pendleton - Dead

4" Leveling

6" Dice Rock

State Printing

Items		Unit	Quant	Quant +10%	Unit Price	Amount	
P.M. S.B.	(incl water)	Ton		8845	1.95	17,247	75
Leveling		Ton		1535	1.95	2,993	25
Sprinkling		M. Gal		27	2.00	54	00
Prep of Base		Mile	1		379.00	379	00
P.C.C. Conti.	Reinf.	Sq. Yd.	14,080		6.25	88,000	00
Dice Rock		Cu. Yd.		8818	1.10	9,699	80
Sprinkling		M. Gal		220	2.00	440	00
A.C.		Ton		1987	4.95	9,835	65
Asp in A.C.	Mix	Ton		96	34.00	3,264	00
					Intial Cost	131,913	45
					Maint 25 yr	3,396	65
					Present Worth Cost	135,310	10

3

[illegible] ([illegible] 4 lanes)

" A.C.
12" CTB
3" Leveling
5" Dice Rock

SHEET .... OF .... SHEETS

Items		Unit	Quant	Quant +10%	Unit Price	Amount	
P.M.S.B.	(Incl water)	Ton		12,951	1.95	25,254	45
Leveling		Ton		1535	1.95	2,993	25
Sprinkling		M Gal		27	2.00	54	00
Prep of Base		Mile	1		379.00	379	00
C.T.B.		Ton		9317	3.00	27,951	00
Cement in CTB		Ton		466	30.00	13,980	00
A.C.		Ton		5395	4.95	26,705	25
Asp. in A.C. Mix		Ton		324	34.00	11,016	00
6" Dice Rock		C.Y.		9298	1.10	10,227	80
Sprinkling		M.G.		232	2.00	464	00
			Initial Cost			119,024	75
			Maint	25 yr		15,242	87
			Present Worth Cost			134,267	62

Pendleton - Deadman's Pass

TRANSACTION NUMBERS 2-2 AND 2-3

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-27-70

BY (Signature): MR. YOUNG'S JANUARY 15, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 598 THRU 599

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
598	I-80N-5(35)212	0.0	60,000	55,200	EAST PENDLETON INTERCHANGE	ILLUMINATION
599	I-80N-6(43)213	4.02	3,000,000	2,766,000	WEST UNIT, PENDLETON-EMIGRANT HILL SECTION	GRADE - PAVE STRUCTURES

REMARKS (Division)

Young 1-28-70

RECEIVED
JAN 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		1-27-70	R. E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

1-27-70

RECEIVED
JAN 28 1970

I-80N-6(43)213

1349

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID
(P

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N E. Pendleton Interchange - S. E. 4.02 mi. 21 65	ADT	PRESENT 3,400	FUTURE 5,800 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Pave & Str. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Un
	NAME OF URBAN AREA - - - 17-31	ROUTE NO. I FEDERAL I-80

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(16	41	42	48 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N E. Pendleton Interchange - S.E. 4.02 mi.			
5					**ROW**					
5					**CONST** (CODE) 6204 X 721		(West Unit, Pendleton - Emigrant Hill Section)	4.02	3,000,000	2,766,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.02	3,000,000	2,766,000
1	14	PROGRAM APPROVAL DATES		(16) (23)	(24)	

7349

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
-S. E. ni.	ADT	3,400	5,800	90	08	Oregon	35	042	599

E	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						I-	80-6 (43)		213	N

COUNTY NAME: Umatilla CODE: 059

ROUTE NO.: I FEDERAL-AID: I-80N STATE: 6 U.S.: I-80N

PROGRAM STAGE: ☐ 1 OR ☒ 2

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
4.02						Gr. Dr. 4-12' lanes H.T. Pave with 10' R. & 6' L. Shldrs., 106' median, 1-Uxing. Str. length 414', H.C. 40', Frontage roads 12' to 20'.
on - on)	4.02	3,000,000	2,766,000	234,000		R/W 320' min. Access control - full. Parking restriction - complete.
CT LS	4.02	3,000,000	2,766,000	234,000		

REMARKS Additional Data: Item I-291 (PE) & I-478 (R/W) Project Nos. I-80N-6 (23) 211 & I-80N-6 (30) 213.

: Remarks - continued

USCOMM DUSCOMM-DC 48908-P61

I-80N E. Pendleton Interchange-S. E. 4.02 mi.

Remarks: -continued

The project consists of grading & draining, four 12-foot lanes of high-type pavement with 10 foot right and 6 foot left shoulders, 106 foot median, construction of one structure as shown below under "Information for PR 37". Construction of the AX and AY farm equipment roads will be completed beyond the end of the project, (12 feet in width). There are other frontage roads 20 feet in width.

The existing two lane facility will be the west bound lanes with the addition of A. C. pavement structure reinforcement along with other modifications to bring it up to present Interstate standards.
Note: Utility adjustments are programed under project No. I-80N-6 (31) 213 and will be charged to it.

Requirements of PPM 20-8 have been complied with as stated in you letter of April 7, 1969.

Additional Information for PR 37:
Roadway
Type Code 6204; Bituminous concrete wi
cement treated base.

Structure

M. P. 0.0	West end of project.
M. P. 2.36	Mission Jct. Interchange stru Highway under highway, post inforced concrete box girder, type code X721, H. C. 40', es $408,000.

erchange-S. E. 4.02 mi.

grading & draining, four 12 -foot lanes with 10 foot right and 6 foot left shoulders, uction of one structure as shown below PR 37". Construction of the AX and AY will be completed beyond the end of the th). There are other frontage roads

facility will be the west bound lanes with vement structure reinforcement along s to bring it up to present Interstate

its are programed under project nd will be charged to it.

20-8 have been complied with as stated 7, 1969.

Additional Information for PR 37:
Roadway
Type Code 6204; Bituminous concrete with portland cement treated base.

Structure

M. P. 0.0	West end of project.
M. P. 2.36	Mission Jct. Interchange structure. Highway under highway, post tentioned re-inforced concrete box girder, 414 feet in length, type code X721, H. C. 40', estimated cost $408,000.

Porter

RECEIVED
NOV 17 1969

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-6(43)213
7349

November 13, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

RE: 42500 A-1 Sampson
Pendleton-Emigrant Hill
Old Oregon Trail Hwy.
Umatilla County
Project I-80N-6(30)213

NOTED
R. L. PORTER

Attention C. J. Mathias

Dear Mr. Mathias:

It has come to my attention that Mr. Gilbert submitted answers to the questions posed in Mr. Backlund's Ineligibility Notification No. 35-69-PIN-72 dated 8-22-69 but that we failed to recognize these were answers to your questions rather than our own.

As a consequence, your copy of the sketch, along with photographs of some sales, was directed to you without cover letter when received. Mr. Gilbert advised by note that his Sale #3 had been verified with Mr. Virgil Bott, Grantee.

In the matter of title information, Mr. Gilbert advises by letter that he checked with the title company but secured most of his information from the Indian Agency. This procedure is proper in situations where ownership is under control of the Bureau of Indian Affairs as trustee.

It appears that the foregoing should qualify subject file fully for participation. Please advise should any further information be needed.

Yours very truly,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:MMM:DS
cc R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog
G. E. Rohde
M. R. Mitchell

RECEIVED
NOV 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Porter

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I-80N-6(43)213
7349

November 13, 1969

NOTED
R. L. PORTER

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

RE: 42503 - Forrest
Pendleton-Emigrant Hill
Old Oregon Trail Highway
Umatilla County
Project I-80N-6(30)213

Attention C. J. Mathias

Dear Mr. Mathias:

It is my understanding that when Mr. Gilbert submitted answers to the questions raised in Mr. Backlund's Ineligibility Notification No. 35-69-PIN-71, we failed to recognize that they were in response to your inquiry rather than our own. Consequently, your copy of the sketch and pictures of Sales 2 and 4 were directed to you without cover letter.

The attached copy of a note received from Mr. Gilbert indicates the verification of Sale 3.

We trust the foregoing will satisfactorily resolve Mr. Backlund's notification, making subject file fully eligible for participation.

Yours very truly,

G. E. ROHDE
Chief Counsel

D H Moehring

D. H. Moehring
Right of Way Engineer

DHM:MMM:DS
Attachment
CC R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog
G. E. Rohde
M. R. Mitchell

RECEIVED
NOV 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1969
FOR FILE

I-80N-6(43)213
7349

7949

October 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97310

Dear Mr. Simpson:

Re: Oregon Project I-80N-5(-)
Mission Road Interchange
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Your file 08-35.6

Regarding your letter of October 21, 1969, the roadway approach section on the vicinity map transmitted by our letter of August 27, 1969, was incorrect.

Transmitted herewith are two prints each of grading sheets 2B and 7 which show a 40-foot approach roadway section which matches the proposed bridge width. This section meets the current standards for this class of road.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enclosures - Sheet Nos. 7 and 2B, Pendleton-Emigrant Hill Section, available in Bridge Department.

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. H. Young
V. E. Skoog
Ivan Marchant

LLW:dh sr

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: October 21, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N -5(-)
Mission Road Interchange
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway

Edwards

We have reviewed your submission on the subject project as submitted by Mr. Wallace's August 27 letter and Mr. Merchant's September 2 letter. There appears to be a wider structure than the roadway approach shown on Drawing 22468. This roadway does not agree with your preliminary construction plans which show a 40 foot roadway. We assume that this is an obsolete vicinity sheet. We will approve the two span post tensioned concrete girder structure.

Grading sheet
to BPR

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 23 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
OCT 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Ivan
Rd roadwidth
2

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Klaboe

RECEIVED
OCT 6 - 1969
FOR [illegible]

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-6(43)213
7349

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 3, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97310

File 42511-Liona Palmer
Pendleton-Emigrant Hill
Section
Old Oregon Trail Highway
Umatilla County

Attention Mr. C. J. Mathias

Dear Mr. Simpson:

On May 15 through May 17 Mrs. Palmer had a residential structure built on her property which was not decent, safe, and sanitary. According to lengthy REPORT OF PROPERTY OWNER CONTACT's, Mrs. Palmer lived in the building until after the property had been optioned.

The first negotiating call was made on August 22, which qualifies Mrs. Palmer for a housing additive payment, having occupied the dwelling over 90 days.

This is an unusual case, as you will note when reading the attached documentation. Please advise if the Bureau of Public Roads consider this grantor eligible for relocation additives.

Very truly yours,
G. E. ROHDE
Chief Counsel

NOTED
F. B. KLABOE

ORIGINAL SIGNED
K. A. CHATWOOD
K. A. CHATWOOD
Administrative R/W Agent

RECEIVED
OCT 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

KAC:JH
Attachments

bc R. L. Porter
F. B. Klaboe ✓
L. H. Young
D. J. Barbee
V. E. Skoog
G. E. Rohde
M. R. Mitchell
J. J. Smith /w/ attach.
H. W. Snell

RECEIVED
SEP 22 1969
FORM 2-30 (12-67)

~~FOR FILING~~

I-80N-6(43)213
1349

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 17, 1969

SUBJECT: 42508 - Storie
Pendleton-Emigrant Hill
Section
Old Oregon Trail Highway
Umatilla County

To: Mr. F. B. Klaboe
Assistant State Highway
Engineer

BUILDING

I wrote to you on August 6 regarding avoidance of litigations by deleting the viewpoint description from the above-mentioned file. A copy of my letter is attached.

This viewpoint is on the eastbound lanes. As we have recently received a decision to proceed to acquire the westbound viewpoint overlook, I wonder if you might now have a decision on this matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

K. A. Chatwood

K. A. CHATWOOD
Administrative Right of Way Agent

NOTED
F. B. KLABOE

KAC:JH
Attachment

copy with note sent to
Chatwood - 9-18-69.

cc G. E. Rohde
H. S. Coulter
H. W. Snell

9/18/69
Ken
Please proceed to acquire the Eastbound property as planned.
FBKlaboe

RECEIVED
SEP 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Salem 97310
August 6, 1969

File 42508 - Storie
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County

Mr. F. B. Klaboe
Assistant State Highway
Engineer

BUILDING

Right of Way File 42508 provides for 11.6 acres to be used for a viewpoint on the eastbound lanes. The grantor is agreeable to selling the right of way but not the area for the viewpoint, designated as Parcel 3.

A memo is attached from Right of Way Agent Merle Griffin explaining the owner's position.

As a similar viewpoint was eliminated from the westbound lane from the McCormmach ownership, file 42510, we need to know if you wish to eliminate this parcel to avoid litigation or proceed through condemnation.

G. E. ROHDE
Chief Counsel

K. A. CHATWOOD
Administrative Right of Way Agent

KAC:JH
Attachment

cc G. E. Rohde /w/ attach.
H. S. Coulter /w/ attach.
H. W. Snell

RECEIVED
SEP 8 - 1969
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-6(43)313
7349

September 2, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Mission Road Interchange
Umatilla County

Attached are two copies of the foundation report referred to in our letter of August 27, 1969.

We intend to specify as alternates 8 H 40 or 10 BP 42 piling in the end bents.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LIW:DH
Attachments

cc Tom Edwards
L. H. Young
V. E. Skoog

NOTED
TOM EDWARDS

RECEIVED
SEP 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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1859

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-6(43)213

7349

August 27, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Mission Road Interchange
Umatilla County

Attached are two prints each of drawings 24375, 22468, and sheet number 7, which are the plan and elevation, vicinity map, and grading plan sheet for subject structure. Also enclosed are two copies each of an architectural perspective drawing and the cross sections drawn at the center bent.

Given below are the estimated costs (including an allowance for engineering and contingencies) for various types of structures. All conform to the alignment, grades, and roadway width established for the interchange.

Alternate	Description	Estimated Cost
I	4-span reinforced concrete box girder (59-152-152-51)	$372,000
*II	2-span post-tensioned concrete box girder (179-179)	$408,000
III	4-span composite steel girders (59-152-152-51)	$499,000
IV	2-span steel box girders (179-179)	$500,000

* Proposed plan

NOTED
TOM EDWARDS

Alternate II is the proposed structure as it more adequately fulfills the safety set back requirements than does alternate I, and is less costly than alternates III and IV. We believe that the proposed structure will be pleasing in appearance due to its clean lines and shallow depth. For long concrete spans, post-tensioning is desirable as the cambers are kept to a minimum. Alternate II will not result in as high a maintenance cost over a period of years as would the steel alternate.

Copies of our foundation report will be forwarded as they become available. Our preliminary study would indicate that we will be using steel bearing piling for the end abutments and a spread footing for the center bent.

We request your approval of our preliminary submission for the two-span post-tensioned concrete structure (Alternate II) at an estimated cost of $408,000 including an allowance for engineering and contingencies.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

L. L. Wallace

L. L. Wallace
Chief Design Engineer

LLW:DH
Attachments

cc Tom Edwards
L. H. Young
V. E. Skoog

RECEIVED
AUG 27 1969
OFFICE OF
STATE HIGHWAY ENGIN

RECEIVED
AUG 25 1969
FOR FILING

8-20-69

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-80N-6(49):213

73-49

Klabo

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

PROJECT:	I-80N-6(31)21
SECTION:	PENDLETON- EMIGRANT HILL
WORK :	TELEPHONE FACILITIES ADJUSTMENT
COUNTY :	UMATILLA

FROM:	DATE PS&E APPROVED	DATE AUTHORIZED
R. E. SIMPSON DIVISION ENGINEER SALEM, OREGON	-------	JULY 23, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ○ CONSTRUCTION - ADVERTISE FOR BIDS.
- ○ RIGHT OF WAY.
- ○ OTHER (SPECIFY).
- ☒ UTILITY ADJUSTMENT.
- ○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

WE APPROVE THE AGREEMENT WITH PACIFIC NORTHWEST BELL TELEPHONE COMPANY CONSISTING OF YOUR AUGUST 5, 1969 UTILITIES AND RAILROAD ATTORNEY'S LETTER, THE JULY 15, 1969 PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S AUGUST 6, 1969 LETTER.

SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK, AS INDICATED IN THE ESTIMATE, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $3,737.00 IS APPROVED.

RECEIPT OF MR. H. M. FILLMORE'S JULY 29, 1969 AFFIDAVIT OF THE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.

OUR PROGRAM MEMORANDUM DATED FEBRUARY 2, 1967 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS, TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT, EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE ABOVE MENTIONED UTILITY EFFECTIVE JULY 23, 1969. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF WORK IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED NOVEMBER 29, 1968.

OFFICE USE

RECEIVED
AUG 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Litchfield
copies to Skaog, Sollis
8-22-69

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-20-69	For R. E. SIMPSON	DIVISION ENGINEER

[illegible]
AUG 26 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-6(43)213
7349

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 18, 1969

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street - Room 437
Portland, Oregon 97204

ATTENTION: Mr. James W. DeYoung, Jr.

Re: Pole Line Permit
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-6 (31) 213

Gentlemen:

Reference is made to your letter of August 5 which transmitted six (6) copies of an application and permit for pole line crossing of the Old Oregon Trail Highway on the above subject project. Returned herewith is your check for $10. It is the policy of the State Highway Department to waive the permit fee when the relocation of a utility is caused by highway construction.

Your application for permit has been forwarded to Mr. Hagemann's office for further processing.

Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible]

T. W. Litchfield
for Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
J. F. Hagemann

RECEIVED
AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-6(43)213
7349

August 6, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Telephone Facilities Adjustment
Pacific Northwest Bell Telephone Co.
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-6 (31) 213

Dear Sir:

Herewith you will find the following data pertaining to this project:

1) Two copies of Pacific Northwest Bell Telephone Company's (PNB) estimate of cost for doing the work dated July 15, 1969.

2) Two copies of an appropriate sketch map prepared by PNB showing the work to be done.

3) Two copies of a certification, submitted by Mr. Fillmore, as to PNB's rights in the land occupied by their facilities.

4) Two copies of our Staff Attorney's letter dated August 5, 1969 describing the conflicts and establishing the obligations of the State to reimburse the Company for this adjustment. An X-Permit will be submitted at a later date.

Since this work consists of installation of poles, the State is not entitled to a credit for expired service life or salvage.

Reference is made to your letter dated July 23, 1969 which established an eligible date for this work of July 23, 1969 subject to proper certification of the Company's rights. The existing highway was constructed in this area in 1955, and acquisition of right of way for that construction was made subject to the telephone Company's 1941 easements. Some of the telephone poles conflicted with the highway construction and were adjusted at project expense.

Since the State did not issue X-Permits at that time, a regular permit No. 4452 was issued for the poles relocated on highway right of way. Our attorneys advise us that when prior rights have not been extinguished they will take precedence over a permit; therefore, this work is reimbursable as certified in Item No. (3) above.

Mr. Jim Leach, a contractor in Pendleton, has performed blasting for the Company in the past and the Company requests permission to use him at their regular established rates to blast the holes for these poles since they are not properly equipped for this work. Based on these rates, this work is estimated to cost between $35 and $50 per hole.

Your approval of this work as evidenced above, including the contract method, and authorization to proceed with the work as of July 23, 1969, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

Enclosure

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
AUG 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. Klaboe

RECEIVED
JUL 31 1969

FOR

I 80N-4(43)
7349

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
July 30, 1969

To: H. W. Snell
District R/W Supervisor

LA GRANDE

SUBJECT: 42507 - Hobby
42500 A-5 - Starr
42500 A-6 - Starr
42500 B-7 - Billy
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County

Subsequent to our July 24, 1969, meeting with the Bureau of Indian Affairs and the Bureau of Public Roads at the Office of the Bureau of Indian Affairs, Mr. Simpson has authorized the use of a 14' x 14' box to access the landlocked property between the eastbound and westbound lanes of the above highway, the box to be constructed at approximately station 587+00. The Bureau of Public Roads has also stated that if we buy any excess property in this area, we will have to code it in conformity to the alternate procedure listed in paragraph 7 of PPM 80-1.

Please inform the Pendleton Office of Bureau of Indian Affairs of this decision and proceed with your appraisal and negotiation on the basis of the size of structure shown above. If any of the grantors wish to sell their remaining land within this area for the appraised value, you may negotiate on this basis.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
cc F. B. Klaboe
R. E. Simpson
G. E. Rohde
D. J. Barbee
H. S. Cox
M. R. Mitchell

RECEIVED
JUL 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1969
FORM E-30 (12-67)
FOR FILING

I-8-N-6(43)213
7349

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 16, 1969

Porter
By Asst. State Hwy. Engr
Info

To: MEMO TO THE FILE

2967

SUBJECT: 42507 - Hobb
42500 A-5 - Starr
42500 B-6 - Starr
42500 B-7 - Billy
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County

Today Mr. Klaboe, Mr. Rohde, Mr. Cox, and myself met with Mr. Simpson and Mr. Mathias of the Bureau of Public Roads to try to determine the largest structure that we could justify to serve the 86+ acres of land that would otherwise be landlocked by the construction of the above highway.

For each of those present I had prepared a packet that included copies of IM 80-3-68; a print of the part of the right-of-way map covering the area; my letter of December 23, 1968, to Mr. Snell; Mr. Stanley Williams' memo to the file dated May 14, 1969; my memo to the file dated June 10, 1969; my memo to the file dated June 19, 1969; Mr. Duck's letter to Mr. Baldwin dated June 24, 1969; Mr. Snell's letter to Mr. Moehring dated July 1, 1969; and Mr. Rohde's letter to Mr. Moehring dated July 11, 1969.

We carefully discussed all the factors that could apply to this problem inasmuch as the appraisal process cannot fully justify any structure. Mr. Simpson brought out the fact that due to the County agreement, a copy of which is attached, the structure is necessary to provide the public way agreed to by the County. As the public way will be an absolute minimum standard, the largest structure Mr. Simpson would agree to is a 14' x 14' box culvert.

Mr. Cox is going to try to set up a meeting with the Indian Service in Portland to discuss this and to ask the Indian Service to agree that this solution is fair to all concerned. Mr. Cox has requested that Mr. Snell and Mr. Williams and myself accompany him to this meeting.

NOTED
F. B. KLABOE

NOTED
R. L. PORTER

John R. Oakes
Assistant Right of Way Engineer

JRO:DH
Attachment

RECEIVED
JUL 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

cc Mr. R. E. Simpson
Mr. F. B. Klaboe
Mr. C. J. Mathias
Mr. G. E. Rohde
Mr. H. S. Cox

NOTED
JOHN R. OAKES

FORM 5/30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL 3 1969
LEGAL & RIGHT OF WAY

LaGrande, Oregon 97850
July 1, 1969

To: Mr. D. H. Moehring
Right-of-Way Engineer

SALEM

Attention Mr. John Oakes

SUBJECT:
File No. 42507 - Hobby
File No. 42500 A-5 - Starr
File No. 42500 B-6 - Starr
File No. 42500 B-7 - Billy
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County

I would like to add some thoughts to the general fund concerning access to the area isolated by the location of the new westbound lane.

First, there are approximately 62 acres of wheat land belonging to the three above-listed Indian allotments that are presently being leased by Mr. Hobby which, together with the land he owns in the same area, would total about 70 acres under cultivation by him. If a smaller box is constructed, Mr. Hobby would probably downgrade the rental value of the lands to him because of the added cost of operating in this enclosed area. During the year of harvest there are seven separate operations, including combining, requiring the use of equipment. A 22-foot box would require some breaking down of equipment to enter the area; however, a smaller box would greatly increase this cost. During the summer fallow year there are some five operations involving equipment with the same costs attendant upon entering the area.

Second, if a smaller box is installed, the 70 acres more or less would be taken out of wheat production and might possibly be used for hay, which would reduce the value of the land. This could be compensated for by paying damages to the owners. However, there is another more subtle effect which is that this, together with the 27.5 acres more or less required to be taken from Mr. Hobby for right-of-way, would bring the total acreage taken out of his operation to nearly 100 acres. He has about 800 acres that he owns in fee in this area, and about 250 acres that he leases, or a total of 1,050 acres more or less. A 9% or 10% reduction in size would result from the taking of 100 acres, which could result in a substantial increase in the cost of operation due to the reduction in total acreage. We have no cure for this type of damage.

Third, I invite your attention to BPR Instructional Memorandum 80-3-68, dated December 31, 1968, which provides, where a facility cannot be justified economically, for the application of a lesser measurement of costs for the facility. This I.M. provides for the equitable treatment of property owners and conservation and development of natural resources. I believe that the above situation would qualify under this. Then, under (1) it says, and I quote, "Where the property constitutes an operating farm, ranch, etc. - - - - ", which again points up the equitable treatment of property owners. To some degree there will be multiple use because of five ownerships within the severed area.

Fourth, three of the ownerships are Indians, and the Bureau of Indian Affairs has strongly supported the 22' x 14' structure which was agreed upon by us in the original agreement with the Bureau of Indian Affairs.

The 84-inch tube at Patawa Creek would require some additional expense to bring cattle into the area, such as fencing the easements, and corrals and a loading chute, plus gates. There is another problem also; there is no stock water in the area, and in most years this acreage would support very few animals if stock water was available. This solution, in my opinion, would not be practical. The alternative would be to buy the isolated area in its entirety. If the owners would not agree to sell, this solution would not be possible.

In conclusion, it is my belief that we could, and probably would, be criticized for taking 70 acres of wheat producing land out of production in addition to that acreage required for right-of-way.

For your information, I am attaching a copy of Superintendent Duck's letter to the Area Director concerning our meeting with him on June 23, 1969.

H. W. Snell

H. W. SNELL
District Supervisor

HWS/pg

Attachment

cc G. E. Rohde

RECEIVED
JUL 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
Umatilla Agency
Post Office Box 520
Pendleton, Oregon 97801

RECEIVED
JUN 25 1969
Right of Way Office
La Grande

June 24, 1969

NOTED
H. W. SNELL

Mr. Dale M. Baldwin

Area Director, Portland, Oregon

Attention: Branches of Real Property Mgmt and Real Estate Appraisal

Dear Mr. Baldwin:

At 10:30 A.M. on 6/23/69, Mrs. Huff and myself met with H. S. Cox, Engineer from the Salem office of the Oregon State Highway Department, and H. W. Snell, District Supervisor, C. R. Caldwell, Right-of-way Agent, and Stan Williams, Appraiser, from the District office of the Highway Department located at La Grande, Oregon.

The size of the box allowing access to the isolated acres which will result from the joining of the two legs of Interstate Highway 80N was discussed. They advised that the Bureau of Public Roads will not agree to the installation of a 22 ft. box.

A 14' x 14' box was discussed which they stated would allow equipment to pass through for the cultivating and harvesting of grain. They had checked with machinery companies in Pendleton and received the specifications for an International Harvester Combine:

Extreme height (operating)	12'-6½"
" " (storage)	10'-9½"
Width with header on	19'-0"
" " " off	12'-2" (for traveling)

Time required for removing and reinstalling the header, approximately 2 hours.

However, we pointed out to them that a lessee would also have to break down his rod-weeder, drills, etc. and that there was a possibility that some machinery could not be taken through.

The present lessee, Mr. Hobby, is about ready to retire--what happens when this time comes? Are we going to find a rancher who is willing to travel some distance from his own operation to till the 62.5 acres of tillable land that is isolated, knowing he has to break down his equipment in order to reach the acreage? We do not feel it is plausible to try to lease this as tillable land unless the 22' is installed. A

14' x 14' box will allow a mower, baler, etc. so that the tillable acres could be diverted to hay land.

They suggested the 84" tube, which is to be installed where the highway crosses Patawa Creek, be used for a cattle underpass and the isolated acreage be diverted to grazing land. This would necessitate the fencing of the frontage road so that any cattle driven over this road would not get into the adjoining wheat fields, and the purchase of additional land in Allotment C-401 upon which corrals and loading chutes would be built.

We suggested that they come to an agreement on the type and size of access they would provide to these isolated acres and then make an appointment for a conference with Mr. Lundeen and Mr. Swanson in the Portland Area Office and come to a final conclusion. I suggested that this conference be set for sometime in July as I would like to have Mrs. Huff attend.

Sincerely yours,

Harold A. Duck

Harold A. Duck
Superintendent

cc: H. S. Cox
H. W. Snell

[illegible]
JUN 27 1969
FOR FILING

I-80N-1(43)2 3
7349

Blup
6-25

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 19, 1969

SUBJECT: File Nos. 42507 - Hobb
42500 A-5 - Starr
42500 B-6 - Starr
42500 B-7 - Billy
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County

To:

MEMO TO THE FILE

Please refer to my Memo to the File of June 10, 1969. In this memo I did not mention that Mr. Barbee had asked me to get a legal opinion to determine if we could condemn for right of way from individual allotments without the consent of the Indian Service.

When I checked this with Mr. Sollis and Mr. Rohde, I found that the statute would permit us to condemn through Indian allotment lands for our needed right of way and access control if necessary.

However, Mr. Rohde brought out the fact that the lack of justifications was based upon damages derived by the appraisal process and he asked me to determine from our recent condemnation experience through similar wheat lands in Umatilla County the possible difference between appraised damages and those damages awarded by juries. Mr. Riveness gave me a list of a dozen files on which the percentages of increase for both land and damages has been computed. This is reflected in the attached tabulation.

The total of these twelve cases indicates that court-awarded damages have averaged 286% more than those derived by the appraisal process and have reached as high as 1350%. This does not include the files where damages were awarded and no damages were seen by the appraiser.

Mr. Rohde is asking that this court experience be considered when the justifications for land service facilities do not at first indicate that the facilities should be constructed. This appears to be especially true in the wheat country being considered under the above files.

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

NOTED
F. B. KLABOE

JRO:DH
Encl.
cc F. B. Klaboe /w/ encl.
D. J. Barbee
G. E. Rohde
H. S. Cox
H. W. Snell

RECEIVED
JUN 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECENT WHEAT LAND CASES IN UMATILLA COUNTY

File Number	Name	Reviewed Appr.		Judgment		Difference		% Difference	
		Land	Damages	Land	Damages	Land	Damages	Land	Damages
39883 L-5403	Meyers	4,600	1,025	5,000	14,600	+400	+13,575	+9	+1,350
39884 L-5405	Meyers	2,600	00	3,000	1,550	+400	+1,550	+15	00
39894 L-5406	Reese	2,700	00	2,595	3,055	-105	+3,055	-4	00
39890 L-5409	Rohde	6,450	00	6,500	3,000	+50	+3,000	+1	00
39899 L-5421	Rew	6,275	00	8,100	1,900	+1,825	+1,900	+29	00
39900 L-5424	Rew	10,500	00	10,000	4,627	-500	+4,627	-5	00
39887 L-5425	Vollendorff	7,575	00	8,000	6,000	+425	+6,000	+6	00
39880 L-5434	Hudemann	3,500	00	7,000	8,000	+3,500	+8,000	+100	00
39144 L-5558	Brogoitti	48,083	1,270	45,000	5,000	-3,083	+3,730	-6	+294
39141 L-5673	Gorger	3,656	23,075	5,000	35,000	+1,344	+11,925	+37	+52
40789 L-5697	Purchase	1,450	00	1,600	5,400	+150	+5,400	+10	00
39143 L-5862	Brown	100	2,500	100	19,560	0	+17,060	00	+682
	Total	97,489	27,870	101,895	107,692	+4,406	+79,822	+5	+286

Salem 97310
June 10, 1969

Files Nos. 42507 - Hobby
42500 A-5 - Starr
42500 B-6 - Starr
42500 B-7 - Billy
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County

MEMO TO THE FILE

Mr. Cox and I talked to Mr. Barbee about the necessity for constructing a large underpass at Station 587 on the westbound lane of the above section.

Mr. Barbee has requested Mr. Cox to contact Mr. Duck, Superintendent, Umatilla Agency, Bureau of Indian Affairs, to explain our methods of justification and that the only thing that can be justified is an 84 inch culvert at appraximately Station 605 that can be used for a cattle pass when it is dry.

Mr. Cox is asked to explain to Mr. Duck that under the regulations of the Highway Department and the Bureau of Public Roads we are seldom allowed to spend more in servicing property than the property is worth.

Mr. Barbee assured us that if this is not successful and if the Indian Service continues to require that we build the structure, that he will discuss it with the Bureau of Public Roads.

I am sending Mr. Cox copies of our estimate data with his copy of this memo to the files and am returning the original data to Mr. Davies of Design Division.

John R. Oakes
Assistant Right of Way Engineer

circulated original

JRO:DH

cc D. J. Barbee
G. E. Rohde
H. S. Cox /w/ Encl.
M. W. Snell

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 6 Pages

Section PENDLETON - EMIGRANT HILL Highway Old Oregon Trail (FAR 1) County Umatilla Prefix 630-1958

Res. Engr. ________ Approx. Length 13± Miles. Sta. 305± thru eq. to Sta. 1024 Date 5-29-69

Mean Truck A.D.T. 842 Traffic Coefficient 10.4 18 kip s.a. per day 592.4.

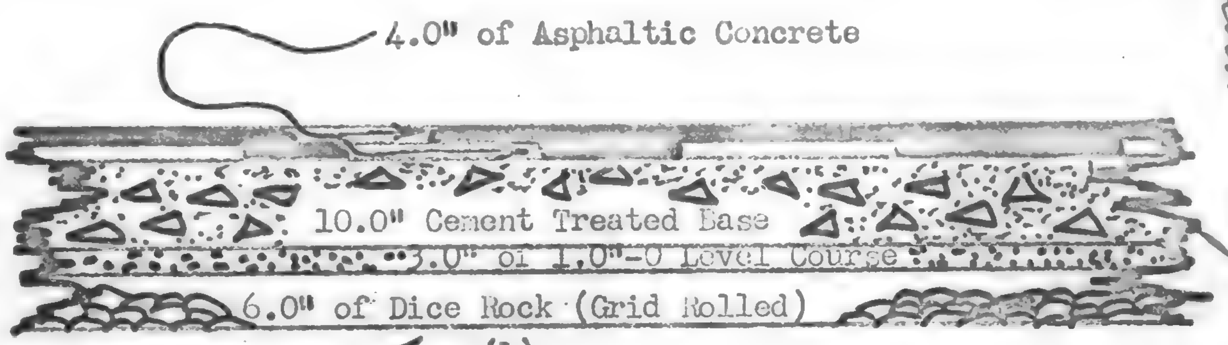
Annual Precipitation 14"± Frost Penetration 30" - 36".

NEW WORK

(1) Typical Soil

33	LL
8	PI
99	%P 10
91	%P200
1	%Gravel
2	%C Sand
6	%F Sand
64	%Silt
27	%Clay
7	"R" Value

5-29-69



4.0" of Asphaltic Concrete
10.0" Cement Treated Base
3.0" of 1.0"-0 Level Course
6.0" of Dice Rock (Grid Rolled)

(1) Clayey Silt

See Page 3 for remarks.

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	18.0	10.0	C.T.B.
	3.0	3.0	Level
	5.0	6.0	G.R. Base
34.5	34.0	23.0	

JUN 17 1969

Pendleton Emigrant

NOTED F. B. KLABOE

5-29-69

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

RECEIVED APR 2 1970 FOR FILING

R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by ________ for Staff Assistant

Recommended by ________ Engineer of Materials

Recommended by F. H. Hogan Construction Engineer

Approved by ________ Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of 6 Pages

Section PENDLETON - EMIGRANT HILL Highway Old Oregon Trail (FAR 1) County Umatilla Prefix 630-1958

Res. Engr. ____ Approx. Length 13± Miles. Sta. 305± thru eq. to Sta. 1024 Date 5-29-69

Truck A.D.T. 842 Traffic Coefficient 10.4 18 kip s.a. per day 592.4.

Annual Precipitation 14"± Frost Penetration 30" - 36".

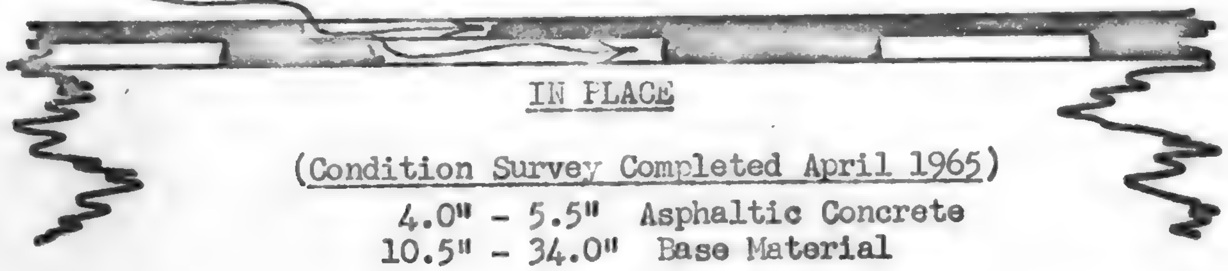
EXISTING ROADWAY

(1)
Typical Soil
37 LL
11 PI
22 %P 10
13 %P200
79 %Gravel
6 %C Sand
3 %F Sand
8 %Silt
4 %Clay
26 "R" Value

AASHO CLASSIFICATION:
A-2-6

MATERIAL SOURCES:
To be determined
by the Engineer.

5.0" minimum Asphaltic Concrete overlay.



IN PLACE

(Condition Survey Completed April 1965)
4.0" - 5.5" Asphaltic Concrete
10.5" - 34.0" Base Material

See Page 4 for remarks.

CBE Total Req.	Credit	Actual Thick.	
	10.0	5.0	A.C. (min)
IN PLACE	Average		
	7.5	5.0	A.C.
	9.5	19.0	Base
27.5	27.0	29.0	

SECTION: PENDLETON - EMIGRANT HILL

HIGHWAY: Old Oregon Trail #6 (FAR 1)

COUNTY: Umatilla

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	C.T.B.	1.0"-0 Level	Crushed Base	G.R. Dice Rock	"CBE" Total Requirement	Actual Thickness
9.0 - 10.0	4.0"	8.0"	3.0"	---	7.0"	31.5"	22.0"
8.0 - 9.0	3.5"	6.0"	3.0"	---	9.0"	28.0"	21.5"
7.0 - 8.0	3.5"	4.0"	3.0"	---	9.0"	24.5"	19.5"
6.0 - 7.0	3.0"	4.0"	3.0"	---	7.0"	21.5"	17.0"
4.8 - 6.0	2.0"	---	6.0"	---	10.0"	18.0"	18.0"
Cars Only	2.0"	---	6.0"	---	7.0"	13.0"	15.0"

Remarks:

Where crushed material is required for base, shoulders, or level, recommend the 1.0"-0 material crushed for the Cement Treated Base be substituted for the normal specification sizes.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase (Grid Rolled Dice Rock) (Per Standard Specifications plus Supplementals)	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	--- "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

PENDLETON - EMIGRANT HILL
Old Oregon Trail #6 FAR 1
Umatilla County

"Existing Roadway"

At the time of the condition survey in April 1965, the pavement was showing signs of distress, cracking was apparent across all traffic lanes, and rutting was noted. A visual examination was made in October 1967, the ruts were measured (depth shown on attached pictures), patching was more noticeable, and some areas had been sealed.

The base material in general would pass the qualifying tests for a low type Stone Subbase. At lower depths the material was so badly contaminated, with low "R" Values, that it was considered only as an "Improved Subgrade" with no credit allowed.

For computations a value of 1.0" Asphaltic Concrete = 1.5" Crushed Base, and 1.0" Base Material = 0.5" Crushed Base.

TRAFFIC ANALYSIS

SECTION: PENDLETON - EMIGRANT HILL

HIGHWAY: Old Oregon Trail #6 (FAP 1)

COUNTY: Umatilla

2950 Present ADT (1969)

20 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	115	1.85	213	164	450	73,800
3	55	1.85	102	79	1000	79,000
4	45	1.85	83	64	1250	80,000
5	366	1.85	677	522	3180	1,659,960
6	9	1.85	17	13	2570	33,410
				842	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,926,170

TWENTY YEAR EWL 38,523,400

TRAFFIC COEFFICIENT 10.4

SECTION: PENDLETON - EMIGRANT HILL
HIGHWAY: Old Oregon Trail #6 (FAR 1)
COUNTY: Umatilla

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as material sources in the immediate area are not adaptable to the production of P.C.C. aggregate due to a deficiency of suitable fine material.

Station		Hole No.	Depth Inches	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Nat. Moist.	Classif.	Remarks
975+00	Rt(10' Rt in) (Rt. Lane)	28	0-4½"	A.C.	Pavement cracking across all lanes											
			4½"-5½"	No Test - Level Course - Used in prime coat												
			5½"-17"	4"	8.6	1.8	1.1	AC	AC	AC	13.6	9.82% 0.8"	NSM	7.4	- - -	
			17"-27"	4"	22.4	12.6	10.0	39	10	11.2	15.1	12.02% 1.2"	29	20.4	A-2-4 Cl.Sa.Gr.	
			+27"	Subgrade - Rock												
945+00	Lt(10' Lt in) (Lt. Lane)	27	0-5"	A.C.	Pavement cracking across all lanes											
			5"-6"	No Test - Level Course - Used in prime coat												
			6"-19"	4"	12.9	4.4	2.7	45	14	23.9	11.8	11.95% 1.1"	83	10.4	A-2-7 Gravel	
			19"-35"	4"	16.2	6.4	4.4	39	11	19.4	16.3	15.19% 1.6"	73	13.6	A-2-6 Gravel	
919+50	Rt(3' Rt in) (Rt. Lane)	26	0-5½"	A.C.	Pavement cracking across all lanes											
			5½"-6½"	No Test - Level Course - Used in prime coat												
			6½"-22"	5"	2.9	1.0	0.6	AC	AC	AC	14.5	AC	NSM	6.7	- - -	
			22"-33"	5"	31.9	16.3	12.6	37	11	13.9	23.6	21.02% 2.9"	26	13.1	A-2-6 Cl.Sa.Gr.	
892+00	Lt(2' Lt in) (Lt. Lane)	25	0-5"	A.C.	Pavement - some bleeding in rt. and lt. lanes - cracks across all lanes											
			5"-6½"	1½"	66.5	17.8	9.2	30	8	39.4	- -	13.30% 1.7"	85	8.2	A-2-4 Si.Sa.Gr.	
			6½"-21"	5"	8.5	2.3	1.3	30	7	37.0	14.5	10.20% 0.7"	75	6.9	A-2-4 Gravel	
			21"-32"	5"	30.2	10.8	6.6	39	12	21.0	21.8	21.24% 2.3"	38	10.4	A-2-6 Si.Sa.Gr.	
			+32"	Subgrade - Rock												

Station		Hole No.	Depth Inches	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Nat. Moist.	Classif.	Remarks
863+00	Rt(3'Rt in) (Rt Lane)	24	0-4½"	A.C.	Pavement cracks across all lanes											
				Compared to:												
			4½"-5½"	1½"	66.5	17.8	9.2	30	8	39.4	- -	13.30% 0.7"	75	7.4	A-2-4 Si.Sa.Gr.	
			5½"-18"	5"	16.2	4.7	3.2	42	12	29.9	13.6	11.78% 1.0"	80	10.8	A-2-7 Gravel	
			18"-30"	3"	27.3	12.5	8.6	39	10	16.8	27.2	22.35% 7.1"	44	13.6	A-2-4 Si.Sa.Gr.	
			+30"	Subgrade - Rock												
836+00	Rt(4'Lt in) (Lt Lane)	23	0-5"	A.C.	Pavement - cracking across all lanes											
			5"-7"	3/4"	69.5	11.5	6.3	29	6	50.0	NSM	NSM	83	6.3	A-1-a Si.Sa.Gr.	
			7"-18"	4"	11.6	- -	- -	- -	- -	- -	12.7	11.69% 0.7"	—	5.1	- - -	
			18"-35"	6"	25.1	10.0	6.9	36	9	21.0	16.3	13.12% 2.2"	80	10.8	A-2-4 Gravel & Some Cinders	
813+00	Rt(3'Rt in) (Rt Lane)	22	0-5"	A.C.	Pavement - some light bleeding, cracking across all lanes											
				Compared to:												
			5"-5½"	3/4"	69.5	11.5	6.3	29	6	50.0	NSM	NSM	83	- -	- - -	
			5½"-19"	4"	23.5	5.7	3.3	31	6	40.0	16.3	11.74% 1.0"	84	8.0	A-1-a Gravel	
			19"-29"	5"	23.8	9.2	6.1	37	8	22.6	21.8	13.57% 2.0"	43	15.2	A-2-4 Gravel	Cinders
795+94	Rt(4'Rt in) (Rt Lane)	21	0-5"	A.C.	Pavement - some light bleeding in rt. and lt. lanes, cracks across lanes											
			5"-6½"	2"	46.8	13.0	6.7	26	3	47.2	NSM	17.28% 1.5"	83	6.3	A-1-a Si.Sa.Gr.	
			6½"-20"	3"	24.4	5.9	3.5	37	8	35.1	13.6	9.37% 0.9"	82	7.3	A-2-4 Gravel	
			20"-22"	Subgrade - Rock												

Station		Hole No.	Depth Inches	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Nat. Moist.	Classif.	Remarks
778+55	Lt(10'Lt in) (Lt. Lane)	20	0-5"	A.C. Pavement - some bleeding in rt. and lt. lanes, cracking across all lanes												
			5"-7½"	1½"	78.0	19.6	9.6	26	2	47.0	NSM	NSM	79	2.1	A-1-a Si.Sa.Gr.	
			7½"-13"	4"	17.9	4.7	2.5	27	5	43.4	14.5	13.17% 1.2"	72	2.4	A-1-a Gravel	
			13"-25"	5"	29.0	8.6	4.8	36	7	45.6	18.1	18.67% 5.8"	83	6.2	A-2-4 Gravel	
			+25"	Subgrade - Rock												
740+00	Rt(3'Rt in) (Rt Lane)	19	0-5"	A.C. Pavement - cracking across all lanes												
			5"-7½"	1"	60.2	12.6	7.1	27	6	50.0	NSM	15.47% 1.7"	84	5.6	A-1-a Si.Sa.Gr.	
			7½"-17"	5"	5.8	- -	- -	—	—	- -	14.5	11.27% 0.9"	—	5.4	- - -	
			17"-34"	4"	31.6	8.6	5.3	48	10	31.2	NSM	17.61% 2.3"	78	13.6	A-2-5 Si.Sa.Gr.	
735+00	Lt(11'Lt in) (Lt. Lane)	18	0-5"	A.C. Pavement - cracking across all lanes												
			5"-7"	3"	45.6	9.7	5.1	AC	AC	AC	- -	- -	78	5.6	- - -	
			7"-21"	3"	18.8	4.9	2.7	34	6	39.4	10.9	12.69% 0.8"	81	5.4	A-1-a Gravel	
			21"-36"	5"	17.3	7.6	6.1	38	11	13.4	14.5	12.71% 2.4"	38	14.6	A-2-6 Gravel	
678+00	Rt(3'Rt in) (Rt Lane)	17	0-5"	A.C. Pavement - cracking across all lanes												
			5"-6½"	1½"	52.8	16.6	9.7	30	7	54.3	NSM	14.58% 1.9"	76	3.9	A-2-4 Si.Sa.Gr.	
			6½"-26"	4"	6.6	- -	- -	—	—	- -	12.7	11.65% 1.1"	—	4.5	- - -	
			+26"	Subgrade - Rock												

Station		Hole No.	Depth Inches	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Nat. Moist.	Classif.	Remarks
664+00	Lt 13' inside Lt lane	16	0-4½"	A.C.	Pavement - cracking across all lanes											
			4½"-5"	Level Course												
			5"-24"	5"	14.2	4.7	3.0	36	9	23.1	15.1	11.24% 1.3"	78	6.7	A-2-4 Gravel	
			+24"	Subgrade - Rock												
6[illegible]00	Rt(3'Rt in) (Rt Lane)	15	0-4½"	A.C.	Pavement - cracking across all lanes											
			4½"-6½"	3/4"	54.5	9.9	5.2	24	2	56.8	NSM	14.83% 1.7"	80	4.5	A-1-a Si.Sa.Gr.	
			6½"-20"	4"	9.1	2.8	1.6	28	6	40.7	14.5	12.27% 0.5"	84	5.6	A-1-a Gravel	
			20"-35"	3"	19.1	4.5	2.8	35	8	32.8	12.7	10.70% 2.3"	81	7.6	A-2-4 Gravel	
602+00	Lt 12' Lt inside Lt lane	14	0-4½"	A.C.	Pavement - excess oil in lt. lane, cracking across all lanes											
			4½"-7"	Compared to: 3/4"	54.5	9.9	5.2	24	2	56.8	NSM	14.83% 1.7"	80	5.2	A-1-a Si.Sa.Gr.	
			7"-20"	Compared to: 4"	9.1	2.8	1.6	28	6	40.7	14.5	12.27% 0.5"	84	5.4	A-1-a Gravel	
			+20"	Solid Rock Subgrade												
589+00	Lt(3'Lt in) (Lt. Lane)	13	0-5"	A.C.	Pavement - excess oil in lt, and rt. lanes, cracking across all lanes											
			5"-6½"	1"	39.6	9.0	5.1	28	6	47.5	NSM	17.03% 3.1"	82	3.2	A-1-a Si.Sa.Gr.	
			6½"-20"	4"	4.7	- -	- -	—	—	- -	11.8	11.70% 1.8"	—	4.0	- - -	
			20"-37"	2"	39.5	19.8	15.5	47	19	12.7	NSM	28.58% 13.1"	28	16.8	A-2-7 Cl.Sa.Gr.	

Station		Hole No.	Depth Inches	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Nat. Moist.	Classif.	Remarks
576+00	Lt. 10' Lt. inside Lt. lane	12	0-5½"	A.C. Pavement - excess oil showing in lt. and rt. lanes, cracking across all lanes												
			5½"-6"	Compared to: 1"	39.6	9.0	5.1	28	6	47.5	NSM	17.03% 3.1"	82	5.2	A-1-a Si.Sa.Gr.	
			6"-15"	3"	19.1	9.1	7.4	40	15	11.4	12.7	13.37% 2.0"	40	5.7	A-2-6 Gravel	
			15"-33½"	Compared to: 2"	39.5	19.8	15.5	47	19	12.7	NSM	28.58% 13.1"	28	22.8	A-2-7 Cl.Sa.Gr.	
56[illegible]+00	Rt(3'Rt in) (Rt lane)	11	0-4"	A.C. Pavement - excess oils showing in lt. and rt. lanes, cracking across all lanes												
			4"-6½"	Compared to: 1"	39.6	9.0	5.1	28	6	47.5	NSM	17.03% 3.1"	82	4.2	A-1-a Si.Sa.Gr.	
			6½"-19"	4"	7.6	1.9	1.2	27	3	- -	12.7	11.33% 1.5"	75	4.7	A-1-a Gravel	
			19"-35½"	3"	46.3	34.4	26.4	45	6	17.9	14.5	11.14% 1.3"	40	21.3	A-2-5 Sa.Si.Gr.	
550+00	Lt(11'Lt in) (Lt lane)	10	0-5"	A.C. Pavement - excess oil in rt. and lt. lanes												
			5"-6½"	3/4"	40.2	5.7	3.3	28	7	82.6	NSM	16.46% 1.8"	83	3.0	A-2-4 Gravel	
			6½"-21"	Compared to: 4"	16.0	4.8	3.1	46	19	26.7	12.7	14.19% 1.1"	76	6.9	A-2-7 Gravel	
			21"-35"	Compared to: 4"	30.2	15.1	9.1	41	4	17.3	12.7	12.85% 1.1"	54	26.3	A-1-a Si.Sa.Gr.	
537+00	Rt(3'Rt of) (Rt lane) CL	9	0-5"	A.C. Pavement - excess oil												
			5"-6"	Compared to: 3/4"	40.2	5.7	3.3	28	7	82.6	NSM	16.46% 1.8"	83	6.2	A-2-4 Gravel	
			6"-23"	4"	16.0	4.8	3.1	46	19	26.7	12.7	14.19% 1.1"	76	7.6	A-2-7 Gravel	
			23"-34"	4"	30.2	15.1	9.1	41	4	17.3	12.7	12.85% 1.1"	54	23.1	A-1-a Si.Sa.Gr.	

Station		Hole No.	Depth Inches	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Nat. Moist.	Classif.	Remarks
524+00	Lt(3'Rt of) (Lt. lane) (line)	8	0-5"	A.C. Pavement - excess oil in lt. and rt. lanes, cracking across all 3 lanes												
			5"-6"	1½"	47.0	9.5	5.2	25	3	54.2	NSM	NSM	81	2.8	A-1-a Si.Sa.Gr.	
			6"-26"	Compared to: 5"	14.8	3.7	2.2	35	7	37.1	12.7	12.64% 0.9"	79	3.9	A-2-4 Gravel	
			26"-36"	Compared to: 4"	29.9	16.9	9.4	45	6	17.2	13.6	14.32% 1.1"	62	--	A-1-a Si.Sa.Gr.	
521+00	EB	--	0-36"	--	--	96.8	91.3	33	8	--	--	--	12	--	A-4(8) Cl.Si.	
511+00	Lt. 10'	7	0-5"	A.C. Pavement - excess oil, cracking across all 3 lanes												
			5"-7"	Compared to: 1½"	73.5	15.9	7.6	26	0	54.9	NSM	NSM	85	6.4	A-1-a Sa.Gr.	
			7"-20"	5"	14.8	3.7	2.2	35	7	37.1	12.7	12.64% 0.9"	79	6.9	A-2-4 Gravel	
			20"-36"	4"	29.9	16.9	9.4	45	6	17.2	13.6	14.32% 1.1"	62	23.4	A-1-a Si.Sa.Gr.	
498+00	Rt. 8'	6	0-5"	A.C. Pavement - excess oil, cracking across both lanes												
			5"-7"	1½"	73.5	15.9	7.6	26	0	54.9	NSM	NSM	85	4.4	A-1-a Sa.Gr.	
			7"-21"	Compared to: 4"	10.7	3.0	1.9	30	6	36.5	13.6	11.71% 1.3"	80	5.2	A-1-a Gravel	
			21"-36"	Compared to: 4"	37.8	22.3	13.8	40	3	18.0	15.1	15.72% 1.2"	37	19.3	A-1-a Si.Sa.Gr.	
485+00	Lt. 7'	5	0-5"	A.C. Pavement - excess oil, cracking across both lanes												
			5"-6"	Compared to: 1½"	73.5	15.9	7.6	26	0	54.9	NSM	NSM	85	4.3	A-1-a Sa.Gr.	
			6"-23"	4"	10.7	3.0	1.9	30	6	36.5	13.6	11.71% 1.3"	80	4.9	A-1-a Gravel	
			23"-35"	4"	37.8	22.3	13.8	40	3	18.0	15.1	15.72% 1.2"	37	19.3	A-1-a Si.Sa.Gr.	

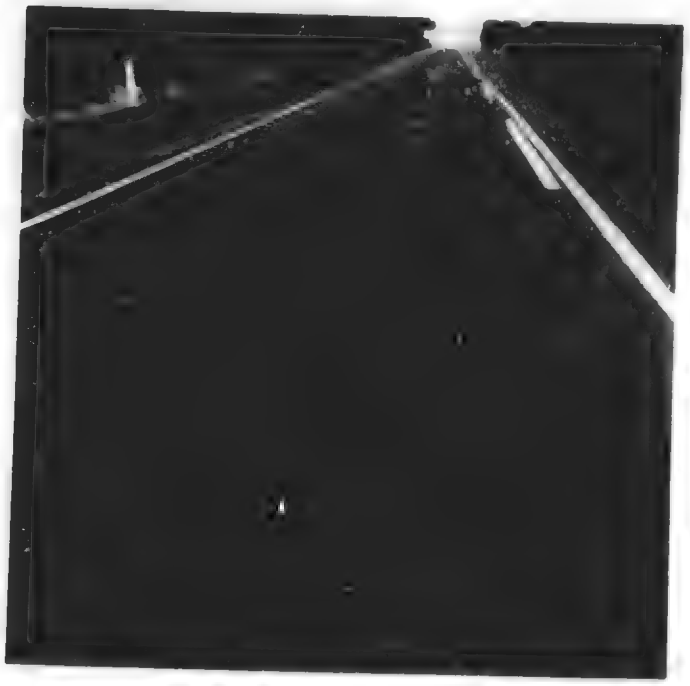
Station		Hole No.	Depth Inches	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Nat. Moist.	Classif.	Remarks
481+00	EB	- -	0-60"	- -	- -	98.8	91.4	28	1	—	- -	- -	16	- -	A-4(8) Sa.Si.	
472+00	Rt. 8'	4	0-4"	A.C. Pavement - excess oil, cracking across both lanes												
			4"-6"	3/4"	73.7	20.4	10.5	27	4	36.4	NSM	NSM	80	7.4	A-1-a Si.Sa.Gr.	
			6"-24"	Compared to: 4"	10.7	3.0	1.9	30	6	36.5	13.6	11.71% 1.3"	80	8.5	A-1-a Gravel	
			24"-37"	Compared to: 4"	37.8	22.3	13.8	40	3	18.0	15.1	15.72% 1.2"	37	20.1	A-1-a Si.Sa.Gr.	
458+00	Lt. 3'	3	0-5"	A.C. Pavement - spots of excess oil												
			5"-7"	3/4"	59.9	10.3	5.7	26	6	47.2	NSM	NSM	85	4.6	A-1-a Si.Sa.Gr.	
			7"-24"	4"	9.8	2.0	1.2	27	3	50.0	10.0	11.20% 0.7"	NSM	5.3	A-1-a Gravel	
			24"-35"	4"	36.0	18.3	11.4	40	7	18.8	NSM	18.88% 3.0"	66	27.7	A-2-4 Si.Sa.Gr.	
445+00	Rt. 9'	2	0-4"	A.C. Pavement - excess oil, cracking across both lanes, wheel tracked												
			4"-6"	Compared to: 1½"	38.7	5.5	3.1	30	8	44.8	- -	- -	77	5.8	A-2-4 Gravel	
			6"-22"	Compared to: 4"	17.3	5.1	3.3	38	11	24.7	12.7	15.50% 1.0"	77	7.1	A-2-6 Gravel	
			22"-40"	Compared to: 2"	41.0	24.4	18.4	35	7	12.0	NSM	26.80% 6.2"	33	31.9	A-2-4 Sa.Si.Gr.	
440+00	EB	—	0-60"	- -	- -	97.9	90.3	33	5	- -	- -	- -	18	- -	A-4(8) Sa.Si.	
432+00	Lt. 10'	1	0-4"	A.C. Pavement - excess oil, perpendicular cracks												
			4"-6"	1½"	38.7	5.5	3.1	30	8	44.8	- -	- -	77	3.3	A-2-4 Gravel	
			6"-21"	4"	17.3	5.1	3.3	38	11	24.7	12.7	15.50% 1.0"	77	8.4	A-2-6 Gravel	
			21"-33"	2"	41.0	24.4	18.4	35	7	12.0	NSM	26.80% 6.2"	33	18.4	A-2-4 Sa.Si.Gr.	

Station	Hole No.	Depth Inches	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Nat. Moist	Classif.	Remarks
416+00	11	0-4"	A.C. Pavement - excess oil, cracking across both lanes												
			Compared to:												
		4"-5½"	1½"	38.7	5.5	3.1	30	8	44.8	- -	- -	77	5.3	A-2-4 Gravel	
		5½"-18"	4"	17.5	3.6	2.2	40	15	33.2	16.3	17.51% 0.8"	62	6.2	A-2-6 Gravel	
		18"-34"	4"	26.0	14.6	9.2	45	8	15.1	15.1	14.83% 0.9"	57	26.2	A-2-5 Si.Sa.Gr.	
4[illegible]00 EB	—	- - - -	—	- -	20.3	11.6	42	6	- -	- -	- -	62	- -	A-1-a Si.Sa.Gr.	
403+00	10	0-4½"	A.C. Pavement - excess oil												
			Compared to:												
		4½"-6"	1½"	38.7	5.5	3.1	30	8	44.8	- -	- -	77	3.2%	A-2-4 Gravel	
			Compared to:												
		6"-17"	4"	17.5	3.6	2.2	40	15	33.2	16.3	17.51% 0.8"	62	5.8	A-2-6 Gravel	
			Compared to:												
		17"-34"	4"	26.0	14.6	9.2	45	8	15.1	15.1	14.83% 0.9"	57	28.5	A-2-5 Si.Sa.Gr.	
390+00	9	0-4½"	A.C. Pavement - excess oil, cracking												
			Compared to:												
		4½"-5½"	1½"	38.7	5.5	3.1	30	8	44.8	- -	- -	77	4.5%	A-2-4 Gravel	
		5½"-16"	4"	18.5	5.7	3.6	36	10	27.1	14.5	9.29% 1.4"	76	10.3	A-2-4 Gravel	
		16"-24"	3"	26.4	15.5	10.2	44	8	15.2	12.7	11.41% 0.8"	66	39.8	A-2-7 Gr.Si.Sa.	
		24"-36"	2"	47.1	29.1	19.4	34	0	14.7	NSM	21.05% 1.7"	73	21.0	A-1-b Sa.Si.Gr.	
388+00 EB	—	0-36"	- -	- -	95.6	88.5	27	1	- -	- -	- -	40	- -	A-4(8) Sa.Si.	
377+00	8	0-5"	A.C. Pavement - excess oil, cracking												
		5"-6"	1½"	30.9	6.0	3.2	AC	AC	AC	- -	- -	83	4.5	A-1-a Gravel	
		6"-18"	4"	18.5	5.7	3.6	36	10	27.1	14.5	9.29% 1.4"	76	10.3	A-2-4 Gravel	
		18"-39"	4"	52.2	20.0	10.6	40	0	35.7	NSM	30.38% 14.9"	80	18.9	A-1-a Si.Sa.Gr.	

Station	Hole No.	Depth Inches	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Nat. Moist.	Classif.	Remarks
364+00	7	0-5"	A.C. Pavement - excess oil												
			Compared to:												
		5"-6½"	3/4"	56.8	9.7	4.8	39	18	60.5	- -	13.90% 1.5"	85	3.2	A-2-6 Sa.Gr.	
		6½"-17"	3"	11.7	4.1	2.7	17	12	28.0	12.7	11.75% 0.9"	82	6.2	A-2-6 Gravel	
		17"-33"	3"	43.8	25.4	16.4	45	9	19.7	NSM	24.17% 3.0"	43	31.5	A-2-5 Si.Sa.Gr.	
3[illegible]+00 EB	—	0-36"	—	- -	96.6	90.1	26	0	- -	- -	- -	12	- -	A-4(8) Sa.Si.	
351+00	6	0-4½"	A.C. Pavement - excess oil												
		4½"-6"	3/4"	56.8	9.7	4.8	39	18	60.5	- -	13.90% 1.5"	85	4.7	A-2-6 Sa.Gr.	
			Compared to:												
		6"-16"	3"	11.7	4.1	2.7	17	12	28.0	12.7	11.75% 0.9"	82	6.2	A-2-6 Gravel	
			Compared to:												
		16"-39"	3"	43.8	25.4	16.4	45	9	19.7	NSM	24.17% 3.0"	43	23.1	A-2-5 Si.Sa.Gr.	
338+00	5	0-4½"	A.C. Pavement - excess oil												
		4½"-5½"	3/4"	56.8	9.7	4.8	39	18	60.5	- -	13.90% 1.5"	85	6.0	A-2-6 Sa.Gr.	
		5½"-16"	3"	14.6	4.0	2.5	33	9	40.4	13.6	9.71% 1.0"	76	6.5	A-2-4 Gravel	
		16"-30"	3"	31.1	16.5	10.8	44	14	17.5	17.2	16,14% 4.7"	64	26.7	A-2-7 Si.Sa.Gr.	
		30"-47"	2"	96.7	94.1	81.9	28	3	4.6	NSM	NSM	15	31.3	- - -	

Station	Hole No.	Depth Inches	Top Size	P1/4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Nat. Moist.	Classif.	Remarks
334+50 EB	- -	0-36"	- -	- -	95.5	80.8	31	0	—	- -	- -	62	- -	A-4(8) Sa.Si.	
325+00	4	0-5"	A.C. Pavement - excess oil												
		5"-6"	2"	68.4	17.2	7.9	26	2	57.8	NSM	NSM	73	5.2	A-1-a Si.Sa.Gr.	
			Compared to:												
		6"-16"	4"	16.9	3.8	2.0	29	5	50.0	13.6	5.28% 0.4"	80	5.0	A-1-a Gravel	
			Compared to:												
		16"-36"	3"	29.5	16.5	8.3	53	14	22.5	16.3	27.67% 12.2"	50	25.9	A-2-7 Si.Sa.Gr.	
312+00	3	0-4½"	A.C. Pavement - excess oil												
			Compared to:												
		4½"-6"	2"	68.4	17.2	7.9	26	2	57.8	NSM	NSM	73	3.4	A-1-a Si.Sa.Gr.	
		6"-15"	4"	16.9	3.8	2.0	29	5	50.0	13.6	5.28% 0.4"	80	5.0	A-1-a Gravel	
		15"-33"	3"	29.5	16.5	8.3	53	14	22.5	16.3	27.67% 12.2"	50	- -	A-2-7 Si.Sa.Gr.	

MISSION JUNCTION - EMIGRANT HILL



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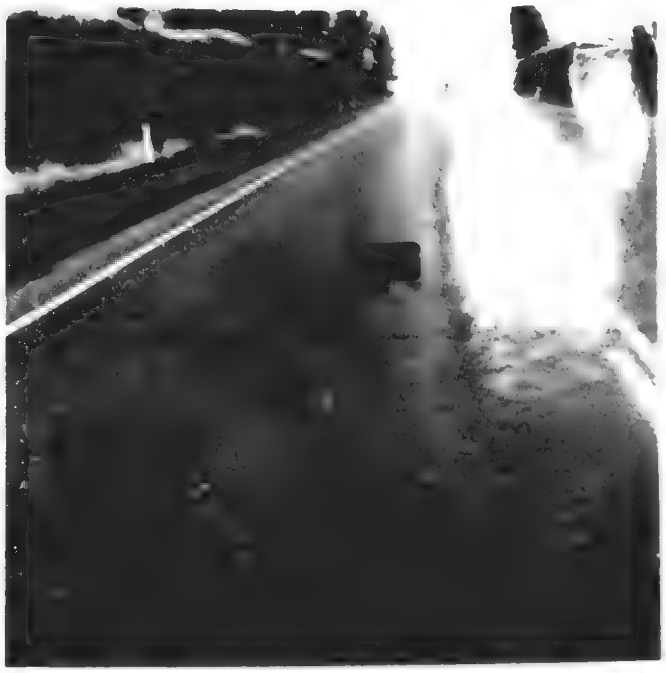
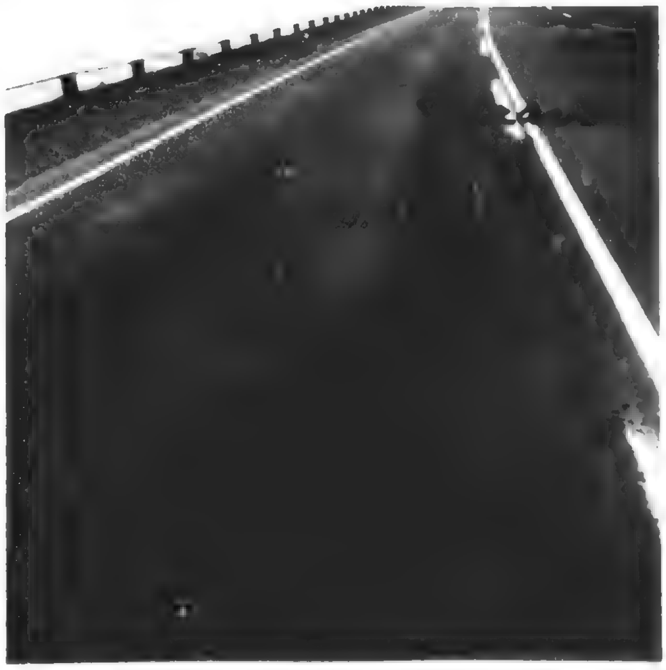
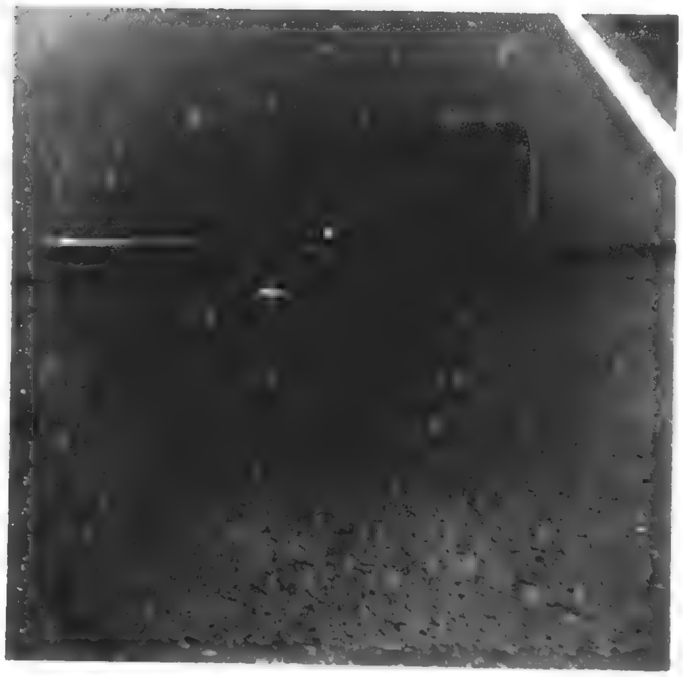
MISSION JUNCTION - EMIGRANT HILL





MISSION JUNCTION - EMIGRANT HILL



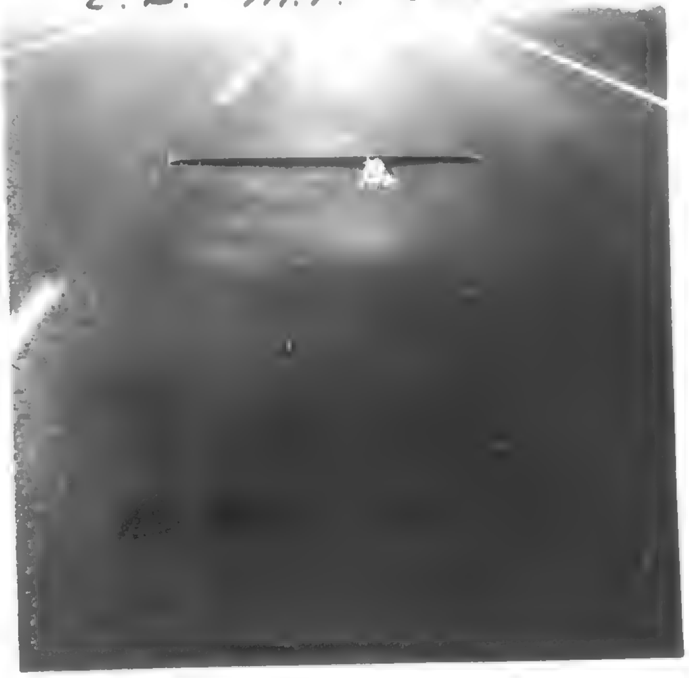
Disregard Clip Marks

MISSION JUNCTION - EMIGRANT HILL

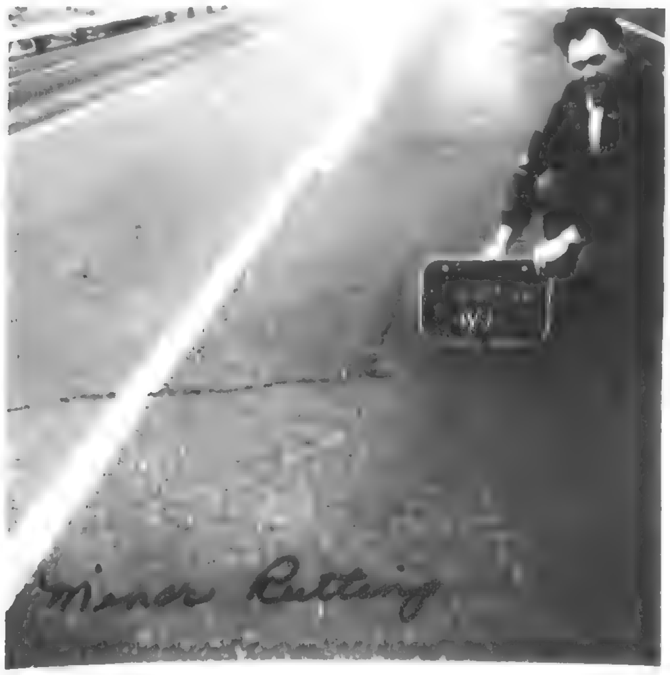
E.B. M.P. 222.98

E.B. M.P. 223.17

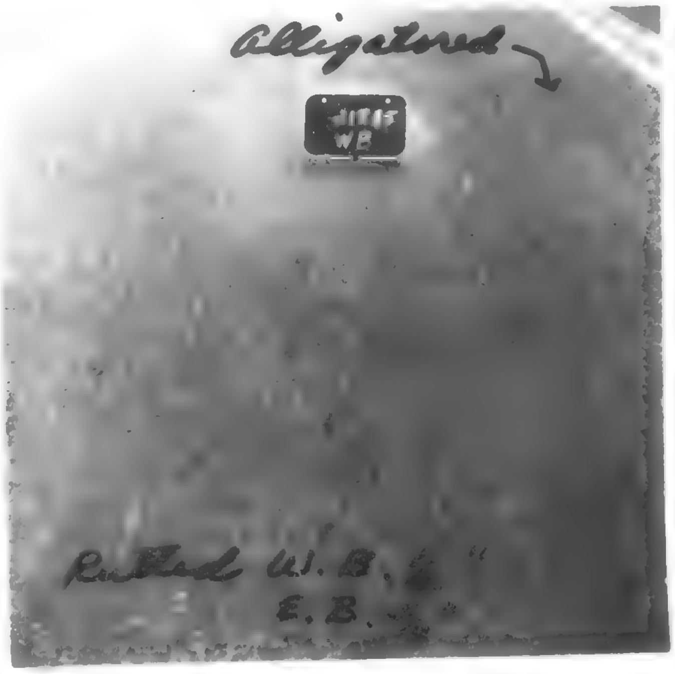
E.B. M.P. 228.18



MISSION JUNCTION - EMIGRANT HILL



Minor Rutting



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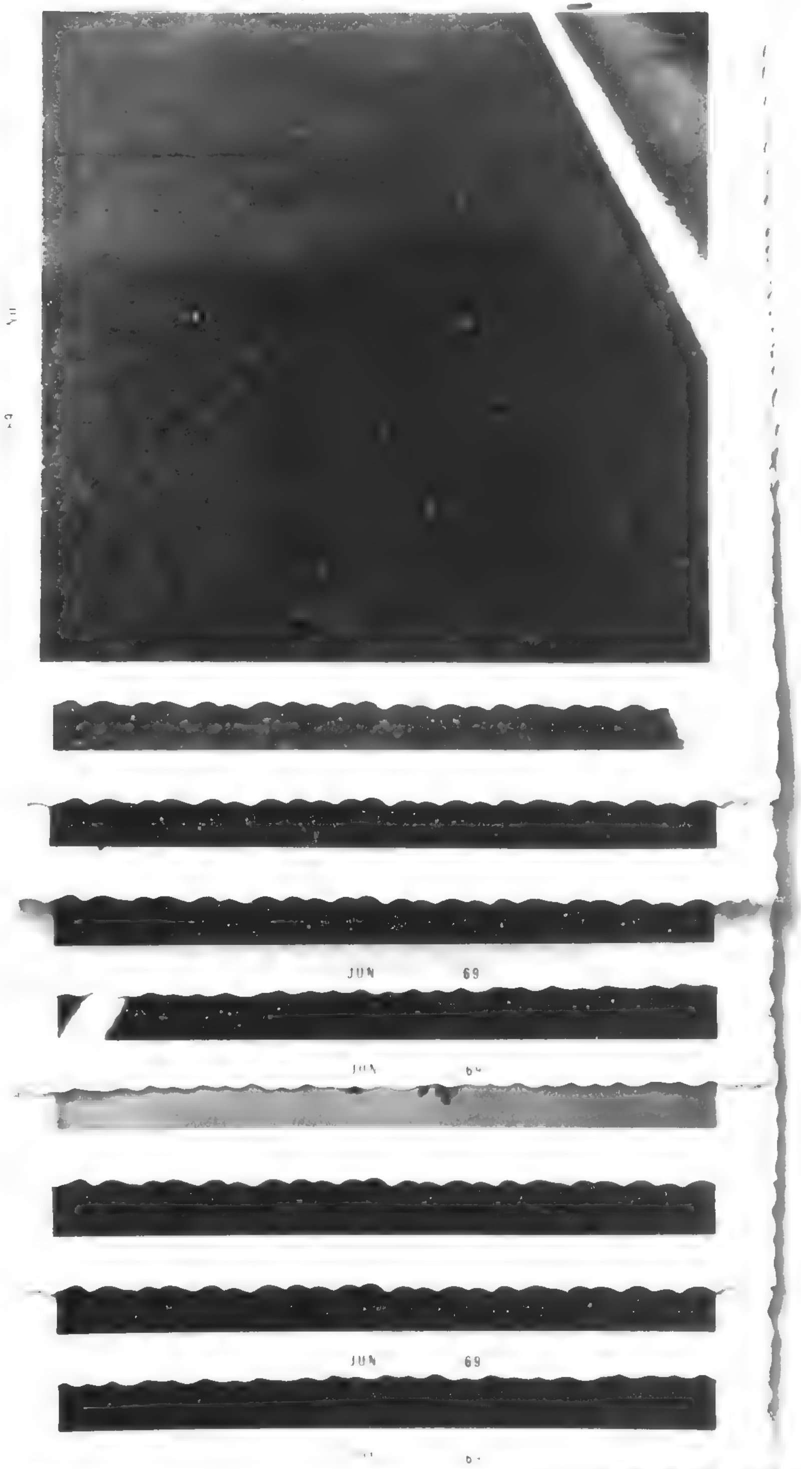
Rutted W. B. ¼"
E. B. [illegible]

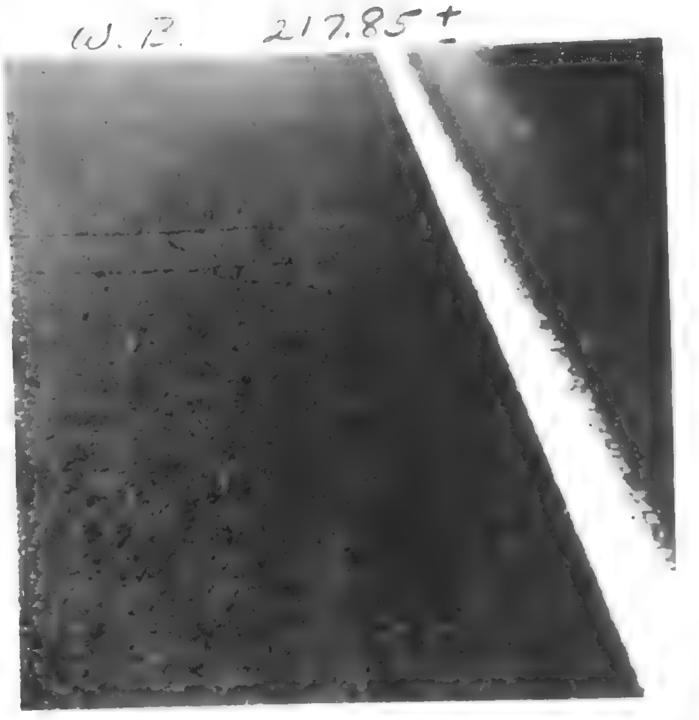
MISSION JUNCTION - EMIGRANT HILL

W.B. M.P. 217.85±

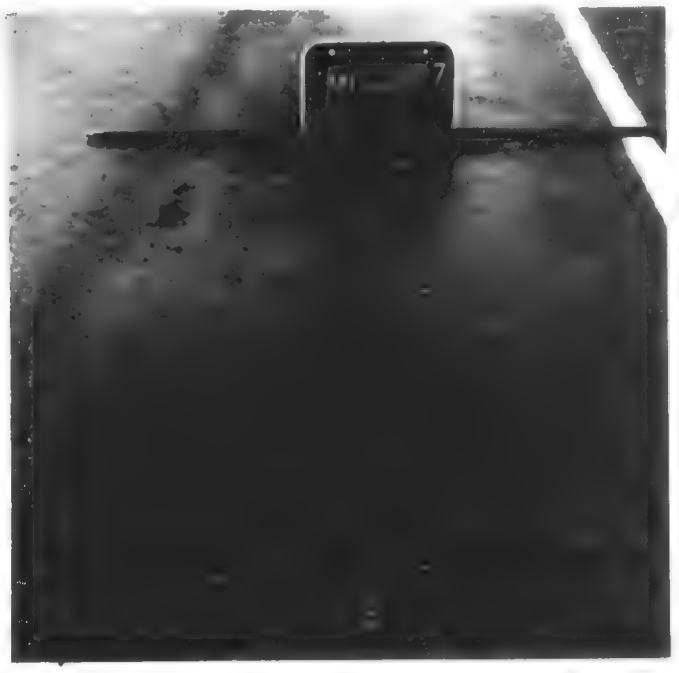


MISSION JUNCTION - EMIGRANT HILL

W.B. 217.85±

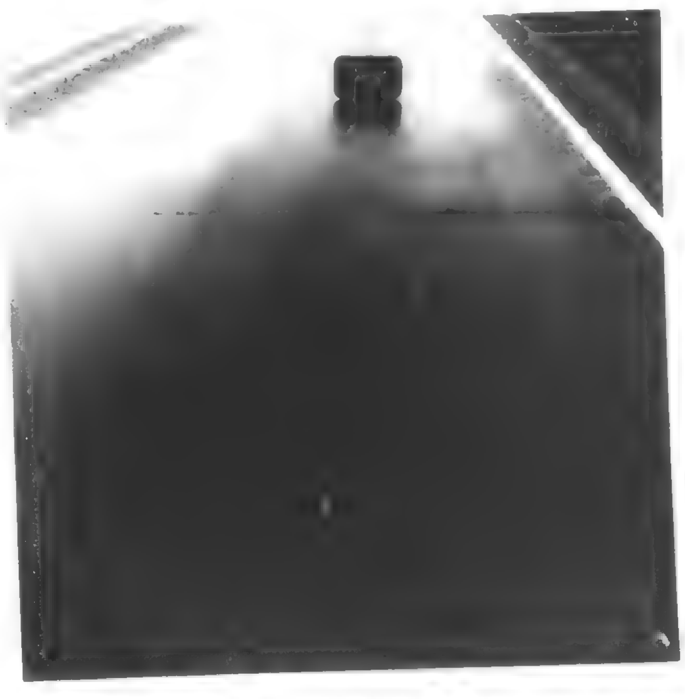


W.B. 214.9



Rutted E.B. 3/8"
W.B. 1/4"

E.B. 216.65



MISSION JUNCTION - EMIGRANT HILL

JUN 69

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Klaboe

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JUN 2 - 1969

~~FOR FILING~~
I-80N-4(13) 213
7349

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 27, 1969

To: Mr. D. J. Barbee
Design Engineer

BUILDING

Attention Mr. Frank Hall

SUBJECT: Damages
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County

You have requested the amount of damages that would apply to the farmland between the east- and westbound lanes in the vicinity of Station 545 to Station 625.

You will find attached the original liaison study made by L. F. "Bud" Sheridan in September, 1966. His damage was based on a 90 acre landlocked parcel at that time. However, it has later been found to be about 81.7 acres, which would reduce Mr. Sheridan's estimate to $28,585 to completely landlock the "island."

You will also find attached a letter written by our staff appraiser, Stan Williams, dated May 14. Stan estimates the damage at $23,500 to landlock the "island."

Landlocking the area would range somewhere between $23,500 and $28,585.

There has been considerable negotiation with the Bureau of Indian Affairs and the Umatilla Board of County Commissioners conducted by Si Cox.

To conclude our negotiation with the Bureau of Indian Affairs, we need an early determination of what size structure will be provided at Engineer's Station W.B. 587.

KAChatwood
K. A. CHATWOOD
Administrative Right of Way Agent

NOTED
F. B. KLABOE

KAC:JH
Attachments

cc F. B. Klaboe ✓
G. E. Rohde
C. J. Mathias
H. S. Coulter
H. W. Snell

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MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JUN 27 1969
FOR

RECEIVED
MAY 15 1969
LEGAL & RIGHT OF WAY

ORE ON STATE HIGHWAY DEPA TMENT
INTER-DEPARTMENT CORRESPONDENCE

LaGrande, Oregon 97850
May 14, 1969

I-84N-6(43)213
.7349

To: MEMO TO THE FILE

NOTED
[illegible]

SUBJECT:

File No. 42507 - Hobby
File No. 42500 A-5 - Starr
File No. 42500 B-6 - Starr
File No. 42500 B-7 - Billy
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County

NOTED
D H MOEHRING

SUBJECT: Additional Damages in Island Area Based on Five Alternatives.

My appraisals on the above files were based on a 22' x 14' underpass (arch type). In addition, I have been asked to consider five alternatives, which are as follows: 1. No box. 2. 8' x 8' box. 3. 10' x 10' box. 4. 13' x 13' box. 5. 14' x 14' box. Based on information available, the land would revert to range land with the 8' x 8' and 10' x 10' boxes, and to hay land with the 13' x 13' and 14' x 14' boxes. Of course, with no box, the area in question would be landlocked.

The five alternatives would result in the following additional damages.

1. No Box

82.3 [illegible]

42507 - Hobby = $2,701.00
(1.0 ac. @ $300, 8.5 ac. @ $275, 2.5 ac. @ $25)
42500 A-5 - Starr = $7,150.00
(20.5 ac. @ $300)
42500 B-6 - Starr = $9,254.00
(33.65 ac. @ $275)
42500 B-7 - Billy = $4,455.00
(16.2 ac. @ $275)

Total - $23,560.00

2. 8' x 8' Box

42507 - Hobby = $2,400.00
(1.0 ac. @ $275, 8.5 ac. @ $250)
42500 A-5 - Starr = $5,638.00
(20.5 ac. @ $275)
42500 B-6 - Starr = $8,413.00
(33.65 ac. @ $250)
42500 B-7 - Billy = $4,050.00
(16.2 ac. @ $250)

Total - $20,501.00

RECEIVED
MAY 15 1969
RIGHT OF WAY

Damages = $20,501
8'x8' Box = 14,700
$35,201

3. 10' x 10' Box

42507 - Hobby = $2,400.00
(1.0 ac. @ $275, 8.5 ac. @ $250)
42500 A-5 - Starr = $5,638.00
(20.5 ac. @ $275)
42500 B-6 - Starr = $8,413.00
(33.65 ac. @ $250)
42500 B-7 - Billy = $4,050.00
(16.2 ac. @ $250)

Total - $20,501.00

Damages $20,501
10'x10' box 21,500
$42,000

4. 13' x 13' Box

42507 - Hobby = $1,440.00
(0.9 ac. @ $200, 7.2 ac. @ $175)
42500 A-5 - Starr = $3,800.00
(19 ac. @ $200)
42500 B-6 - Starr = $5,775.00
(33 ac. @ $175)
42500 B-7 - Billy = $2,345.00
(13.4 ac. @ $175)

Total - $13,360.00

Damages $13,360
13'x13' Box 23,700
$37,060

5. 14' x 14' Box

42507 - Hobby = $1,440.00
(0.9 ac. @ $200, 7.2 ac. @ $175)
42500 A-5 - Starr = $3,800.00
(19 ac. @ $200)
42500 B-6 - Starr = $5,775.00
(33 ac. @ $175)
42500 B-7 - Billy = $2,345.00
(13.4 ac. @ $175)

Total - $13,360.00

Damages $13,360
14'x14' Box 32,000
$45,360

It was assumed that a frontage road inside of the island would not be necessary with the 8' x 8' box, 10' x 10' box, and no box. Thus, there is more acreage involved in these cases.

Stanley D. Williams
STANLEY D. WILLIAMS
Right-of-Way Agent

SDW/pg

Dist. Moehring
Rohde
Smith

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JUN 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 9 - 1969

I-80N-6(45)213
7349

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 7, 1969

In reply refer to: 08-35-EC/400.1

copy in 'No Hearing' file

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6( )212
Pendleton - Emigrant Hill Section
Umatilla County
Public Hearing Status and Design Approval

Based on the facts included in your March 28, 1968 letter and a review of data in our files we concur that additional hearings are not required for this project.

A public hearing was offered in 1966 and no requests were received. Subsequent to this time approval was given by this office of interchange design, land service facility design and right of way plans. We believe, therefore, that design approval has been given for this project, although on a piecemeal basis.

4-8-69

Young - Trowbridge
By Asst. State Hwy. Engr.

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APR 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 1 - 1969

FOR FILING

Thaddeus Bruno, Member

Const
R/W
Old Bu. Li

March 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Pendleton-Emigrant Hill Section
Umatilla County
Oregon Project I-80N-6( )212

Dear Sir:

We hereby request your concurrence that hearings are not required for this project which is on our schedule of contracts for bid opening on December 18, 1969. We base this request on the following:

1. A public hearing was offered for this section on September 16, 1966 and we received a letter from Umatilla County on November 3, 1966 stating that a hearing would not be necessary as they had not received any requests.

2. Right of way is authorized and we began negotiating as of April 9, 1968.

3. There are two interchanges within the section; one at Mission Road, design approval was given by your office on October 21, 1968, the other, Emigrant Hill Interchange was approved Nov. 3, 1967. The roadway design has been nearly complete for some time but needs the very latest design requirements added. Preliminary copies of the roadway plans have been furnished your office.

Based on 1, 2 and 3 above, and the preliminary plans that have been furnished, we also request design approval along with concurrence that hearings are not necessary for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

cc: F. B. Klaboe R. N. Chase
D. J. Barbee Lee Gifford
R. N. Ellison

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NOV 12 1968
FORM 2-20 (12-61)
FOR FILING
I-80N-6(43)
7349

313

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 8, 1968

To: MEMO TO THE FILES

SUBJECT: Pacific Northwest Bell Telephone
Company Pole-Station "EB" 599 to 615
Pendleton-Emigrant Hill Section
Old Oregon Trail Highway
Umatilla County

Pacific Northwest Bell Telephone Company owns 12 poles occupying highway right of way between Station "EB" 599+85 and "EB" 614 on this project. (See attached sketch.) The telephone company has prior easement rights at this location.

This letter was discussed with our Division Office, Design Division and Bureau of Public Roads (Mr. John Girvin 9-20-68), and it was agreed that it would be in the public interest to move the access control line and build the fence between the toe of the slope and the pole line. Access will be from outside of the access control line and not from the main traveled portion of the highway.

Philip G. Preston
Utilities Office Engineer

PGP:ss

cc: R. E. Simpson
F. B. Klaboe
D. J. Barbee
A. F. Parson
H. M. Fillmore

NOTED
F. B. KLABOE

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NOV 12 1968
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STATE HIGHWAY ENGINEER

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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N [illegible]
7349.

October 23, 1968

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. John V. Mulcahy
Chief, Branch of Land

Re: Revised Right of Way Map
Pendleton-Emigrant Hill Sec.
Old Oregon Trail Hwy.-I-80N
Umatilla County
YOUR FILE: Pendleton (Roundup)-
La Grande Line

Gentlemen:

Reference is made to your telephone request of October 22, 1968, for additional information about the frontage roads in the vicinity of your Pendleton (Roundup) - La Grande Transmission Line crossing on the above subject project.

Enclosed you will find a copy of a portion of the right of way map, our File No. 8B-36-23, on the subject project. The present tentative schedule calls for opening of bids on November 6, 1969 or later.

The right of way requirements for the frontage roads have been increased, as indicated on the right of way map, from 55 feet to 60 feet and will be acquired in fee.

If further information or assistance is required, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible] SIGNED BY
[illegible] LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
D. H. Moehring
R/W File 42500 A-4
42505
42507

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OCT 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(35) E. Pendleton Interchange, 1970
212 on Old Oregon Trail, E. of
#7350 Pendleton. (Illum. install.)

C4A 3630

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NOV 1[illegible] 1971
FOR FILING

I-80N-5(35)212
7350

November 11, 1971

Buss, Leichner, Lindstedt, & Barker
Attorneys at Law
1508 Standard Plaza
Portland, Oregon 97204

Attention: Norman L. Lindstedt

Gentlemen:

This is in reply to your letter of November 10 concerning the East Pendleton Interchange illumination project on the Old Oregon Trail in Umatilla County.

The prime contractor on this job is the Coral Corporation, 135 E. Hereford Street, Gladstone, Oregon 97310. The surety is the Reliance Insurance Company, located at 620 Oregon Bank Building, Portland, Oregon 97204.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:dr

BUSS, LEICHNER, LINDSTEDT & BARKER
ATTORNEYS AT LAW
1508 STANDARD PLAZA
PORTLAND, OREGON 97204

DONALD A. BUSS
CURTIS W. LEICHNER
NORMAN L. LINDSTEDT
RALPH C. BARKER
DAVID J. BUONO

TELEPHONE 226-6368
AREA CODE 503

November 10, 1971

Oregon State Highway Commission
Salem, Oregon

Re: Job - East Pendleton Interchange
Illumination Installation
General Contractor, Coral Corporation

Gentlemen:

We are the attorneys for Willamette Electrical Construction Co., Inc. Our client seeks to assert its lien rights pursuant to the public construction laws in re the above captioned job. There remains unpaid to our client the sum of $559.63 on the job in question.

Can you advise as to the name of the general contractor and/or subcontractors on the job? Please advise as to the name of the bonding company or surety company.

We would ask that you give this your early attention.

Very truly yours,

Norman L. Lindstedt

NLL:sh

RECEIVED
NOV 11 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
APR 14 1971

FOR FILING

I-80N-5(35)212
7350

April 13, 1971

Reliance Insurance Co.
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $200 will be made to Coral Corporation on Contract No. 7350 for illumination installation on the East Pendleton Interchange of the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $31,600 including the post-final payment. Of the total, $161.52 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fmn
cc Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Kerr
H. S. Coulter

RECEIVED
APR 28 1971

FOR FILING

I-80N-5(35)212
7350

April 1, 1971

Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

Gentlemen:

The State Highway Commission at its meeting on March 30, 1971, considered your request for an extension of 23 calendar days on Contract No. 7350 for work on the East Pendleton Interchange Section of the Old Oregon Trail in Umatilla County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a four-day extension, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn:dr

bc F. D. Morgan
I. D. Merchant
V. E. Skoog
M. S. Coulter
H. H. Van Cleave
Federal Highway Administration

CORAL CORPORATION
P. O. BOX 258
585 EAST HERFORD ST.
GLADSTONE, OREGON

December 4, 1970

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

Contractors Request for Increase in Number of Workdays
To Complete Construction Contract.No. 7350

Gentlemen:

We respectfully request an increase of twenty-three work days on the above mentioned contract for the following reasons:

> The two Holophane fixtures ordered through Platt Electric Supply, Inc. on March 31, 1970 with a required delivery date of July 1, 1970, did not arrive until September 25, 1970, approximately three months late. When this material was checked by Platt Electric, it was found to be the wrong voltage and had to be returned. They immediately reordered the correct fixtures from Holophane which finally shipped via Air Freight from Columbus, Ohio October 16, 1970 and were installed immediately upon receipt. Please refer to the enclosed exhibits substantiating the above.

Exhibit #1 - Platt Electric's file copy of invoice dated March 31, 1970.

Exhibit #2 - Platt Electric's Release Notice with shipping instructions of July 1, 1970.

Exhibit #3 - Platt Electric's letter of September 25, 1970 advising that the two Holophane fixtures had arrived and due to an error on the order the wrong voltage was shipped and new fixtures were ordered.

RECEIVED
JAN 5 1970
H. N. VAN CLEAVE

Exhibit #4 - United Air Lines' Uniform Air Bill showing shipped date of October 16, 1970. Also, copy of Holophane Company's packing slip showing shipping date.

Exhibit #5 - Letter from our Project Manager, Mr. Lee A. Anderson, confirming the shipping problems.

Due to the fact that this material was ordered from a reliable supplier with a realistic required delivery date that would have allowed project completion without penalty but due to a manufacturer's error a three and one-half month delay was experienced, we do not feel that we should be penalized due to a manufacturer's error over which we have no control.

Cordially,

Coral Corporation

R.D. Leam

R.D. Leam
Vice President

RDL/bb
cc: Lee A. Anderson

Enclosures

PORTLAND, OREGON 97209

To Holophane

Date 3/31 1970

Ship To Willamette Electric Const.
c/o Coral Corp. – E. Pendleton Interchange
1½ Mile East Of Pendleton – On Old
Oregon Trail Hwy., Oregon

WHOLESALERS OF ELECTRICAL SUPPLIES and LIGHTING FIXTURES

REQ. #	SHIP VIA	TERMS	F.O.B.	DATE REQUIRED
		1% 10th	Prepay + Chg.	Hold for Release

ITEM	QUANTITY	PLEASE SUPPLY ITEMS LISTED BELOW	PRICE	UNIT
1	2	Holophane 213A-CW-480V		

Please furnish 4 Specification Sheets for above

Exhibit #1

IMPORTANT

INVOICES AND MERCHANDISE RECEIVED AFTER THE 25th OF THE MONTH SHALL BE CONSIDERED AS INVOICED IN THE FOLLOWING MONTH AND PAID ACCORDINGLY.

INVOICES SHOWING FREIGHT CHARGES MUST HAVE SUPPORTING FREIGHT BILLS.

OUR ORDER NUMBER MUST APPEAR ON ALL INVOICES, PACKAGES, ETC.

PLEASE NOTIFY US IMMEDIATELY IF YOU ARE UNABLE TO SHIP COMPLETE ORDER BY DATE SPECIFIED.

NO CHANGES IN PRICES OR QUANTITIES SHIPPED MAY BE MADE WITHOUT OUR PRIOR APPROVAL.

ALL ABOVE MERCHANDISE MUST MEET LOCAL AND STATE OF OREGON AND WASHINGTON CODES, AND MUST BE UL APPROVED.

PLEASE SEND 3 COPIES OF YOUR INVOICE WITH ORIGINAL BILL OF LADING

PURCHASING AGENT

FILE COPY

RELEASE NOTICE

[illegible]
1305 N.W. Davis, (503) 222-9633, Portland, Ore. 97209

RELEASE NO. 1
DATE 6/3/70

TO Holophane

OUR ORDER NO. LD-11978-SN-PH
OUR ORDER DATE 5/3/70
OUR CUSTOMER ORDER NO. 633
YOUR NO.

CUSTOMER Kilbreath Elect.
JOB NAME E. Pendleton [illegible]
SHIP TO — Pendleton, Oregon

RELEASE THE FOLLOWING ITEMS:

Item or type	Quantity	
1	2.	Holophane 213A-CW-480V
		Approved cut sheet attached
	Exhibit #2	

☐ NON CONFIRMING ☒ CONFIRMING TO I.B.
DATE 6/4/70

VENDOR: Acknowledge your acceptance of this Release Notice by signing and returning pink copy.

ACCEPTED
VENDOR

BY

DATE

SPECIAL INSTRUCTIONS TO VENDOR
Ship Material on
Material Required at Destination 7/1/70 date

Mark all crates
Bill of Material Item #7

PLATT ELECTRIC SUPPLY INC.
by

SF 201-2

PLATT Electric Supply, Inc.

September 25, 1970

Willamette Electrical Construction
P.O. Box 23042
Tigard, Oregon 97223

Re: East Pendleton
Interchange Job

Attention: Lee Anderson

Gentlemen:

Please be advised that the 2 Hollophane #213-A-CW-480 Bolts, that you have had on order, have finally arrived. Our receiving department informs us that there was an error on the order; that is, the ballast voltage that they shipped was 120 not 480 as shown in the specifications.

We have returned the incorrect fixtures and Hollophane advises us that they will ship out the correct ones, via Air Express, to your attention C/O the Pendleton Airport.

Very truly yours,

PLATT ELECTRIC SUPPLY, INC.

Stephen M. Nemer/PSD
Stephen M. Nemer

SMN/psd

Exhibit #3

Home Office
1305 N. W. DAVIS STREET
PORTLAND, OREGON 97209
PHONE (503) 222-8833
Reply to ☒

Wholesalers of
ELECTRICAL SUPPLIES, APPARATUS,
APPLIANCES, LAMPS AND LIGHTING FIXTURES

4100 MAYNARD AVE. SOUTH
SEATTLE, WASHINGTON 98108
PHONE (206) 624-4083
Reply to ☐

016 [illegible] 1130 8765

United Air Lines
P. O. Box 66100 Chicago, Illinois 60666

ROUTING: Airline routing applies unless shipper inserts specific routing here.

☒ PREPAID ☐ COLLECT

1/

TO	VIA	TO	VIA	TO	VIA	TO	VIA
PDT	UA						

2/ CONSIGNEE'S ACCOUNT NUMBER

CONSIGNEE

NAME: WILLAMETTE ELECTRIC CONST

STREET ADDRESS: C/O CORAL COURT PENDLETON AIRPORT

CITY: PENDLETON STATE: OREGON ZIP CODE:

CHARGE CODES
PX - PREPAID CREDIT
PP - PREPAID CASH
CC - COLLECT
CG - COLLECT G.B.L.
CP - COLLECT CASH
CX - COLLECT CREDIT
MX - PART PREPAID, PARTIAL COLLECT - CREDIT
MP - PART PREPAID, PARTIAL COLLECT - CASH
PG - PREPAID GBL AND/OR GTR

CARRIER USE ONLY

RATE	CHARGES	
		WEIGHT CHARGES A .
		PICK UP B .
		DELIVERY C .
		EXCESS VALUE D .
		ADVANCES E .
		OTHER F .
		SHIPPER'S C.O.D. G .
		C.O.D. FEE H .
		TAX I .
		TOTAL CHARGES T .

3/ DEL. ZONE — SPECIAL INSTRUCTIONS, INCLUDING CUSTOMER REFERENCE NUMBER

4/ SHIPPER'S ACCOUNT NUMBER: 15100

SHIPPER

NAME: [illegible] THE HOLOPHANE COMPANY

STREET ADDRESS:

CITY: NEWARK STATE: OHIO ZIP CODE:

PCS/PKGS — LENGTH x WIDTH x DEPTH = CUBIC INCHES

DIMENSIONAL WGT—LBS

C.O.D. SHIPMENT
If amount entered here by Shipper

5/ PICK UP ZONE: C — ORIG. ADVANCE CHGS.: 4.30 — DESCRIPTION OF ORIGIN ADVANCE CHARGES — DEST. ADVANCE CHGS — DESCRIPTION OF DESTINATION ADVANCE CHARGES

6/ OTHER CHARGES — DESCRIPTION OF OTHER CHARGES — G.B.L. NUMBER

7/

NO. PCS.	WEIGHT	DESCRIPTION OF PIECES AND CONTENTS PACKING, MARKS, NUMBER	CARRIER COMM'TY GROUP NO.	CARRIER COMM'TY GROUP NO.	CARRIER COMM'TY GROUP NO.
2	70	ELECTRIC FIXT PARTS	/	/	/
			/	/	/
			/	/	/
			GENERAL	/	7200

8/

A WEIGHT CHARGES	B PICK-UP	C DELIVERY	D EXCESS VALUE	E ADVANCES	F OTHER	G SHIPPER'S C.O.D.	H C.O.D. FEE
	4.30						

I TAX	T TOTAL CHARGES	1ST RATE	2ND RATE	3RD RATE	ITEMS PREPAID	SHIPPER PAYS

EXECUTED AT/BY:		DATE	TIME	ITEMS COLLECT	CONSIGNEE PAYS
COLUMBUS OHIO	G. BUTLER	10/16/70	22:00		

RECEIVED BY
X
IN GOOD ORDER EXCEPT AS NOTED ON THE FACE HEREOF
DATE TIME

5. CONSIGNEE MEMO

UAC 2147 REV. 6-70
(AC 17) PRINTED IN U.S.A.

Exhibit #4

SALES SERVICE DEPARTMENT P.O. BOX 600
NEWARK, OHIO 43055 • (614) 345-9631

ORDER NUMBER.

MEMO OF SHIPMENT

The fibre boxes used for this shipment conform to specifications set forth in the box maker's certificate thereon, and all other requirements of Uniform Freight Classification

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

SHIPPER'S NO	ORDER DATE	CUSTOMER CODE	CRS	REQUESTED SHIP DATE	F	SCC	CCC
[illegible]	[illegible]	[illegible]					

[redacted]

"Shipper's imprint in lieu of stamp; not a part of bill of lading approved by the Interstate Commerce Commission"

Permanent post office address of
NEWARK, OHIO, U.S.A.

CAR INIT NO.

Subject to Section 7 of Conditions of applicable bill of lading, if this shipment is to be delivered to the consignee, without recourse on the consignor, the consignor shall sign the following statement

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges

(Signature of consignor)

Received $
to apply in prepayment of the charges on the property

Agent or Cashier

Per
(The signature here acknowledges only the amount

Charges Advanced

CONSIGNED TO [illegible]
[illegible]
[illegible]
[illegible]

MARKS [illegible]

CUSTOMER ORDER NO.	VIA REQUESTED	HOLOPHANE SHIPPING SCHEDULE	SHIPPED VIA	If charges are or stamp here
[illegible]	[illegible]	[illegible]	QUICK B/C AIR FRT RUSH	PREPAID

SALESMEN [illegible]

NO OF PKGS	KIND OF PACKAGE, DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	WEIGHT (Sub. Corr.)	CLASS RATE	✓
	Cartons, Globes, Lenses, Reflectors, Refractors or Shades, Lamp or Lighting Fixture, Glass, NOI, other than Hand or Machine blown, Item 88220 A			
	Cartons Lighting Fixtures Fluorescent with Equipment of Electrical Apparatus or Parts N.O.I.B.N			
	Cartons Lighting Fixtures Electric, N.O.I.B.N Other than Cast Iron or Steel, with or without Globes or Shades, Glass			
2	Cartons Lighting Fixtures Electric, N.O.I.B.N Cast Iron or Steel, with or without Globes or Shades Glass	70		
	Cartons Globes, Shades or Refractors, Street Lamps or Outdoor Lighting, Pressed or Cast with Light Refracting Design, not nested			
	Cartons Globes, Shades or Refractors, Street Lamps or Outdoor Lighting Pressed or Cast with Light Refracting Design nested			
	Plastic Articles N.O.I. 6-12 PPC Item No. 156600 Sub 5			
	Lenses Glass, Lamp, Cast or Molded Not Ground			

NO OF PKGS	KIND OF PACKAGE, DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	WEIGHT (Sub Corr.)	CLASS RATE
	Pallets Lighting Fixtures Fluorescent with Equipment or Electrical Apparatus or Parts N.O.I.B.N		
	Pallets Globes Shades or Refractors Street Lamps or Outdoor Lighting Pressed or Cast with Light Refracting Design not nested		
	Pallets Globes Shades or Refractors Street Lamps or Outdoor Lighting Pressed or Cast with Light Refracting Design, nested		
	Pallets Lighting Fixtures, Electric NOI Other than Cast Iron or Steel, with or without Globes or Shades Glass		

AGENT, PER

HOLOPHANE COMPANY, INC. SHIPPER, PER

NO OF PKGS	TOTAL WEIGHT	DATE SHIPPED
2	70	10-16-70

CN
COMPLETE SHIPMENT

PLEASE CHECK IMMEDIATELY FOR CONCEALED DAM

ITEM NO	NO OF PKGS		QUANTITY	CATALOG NUMBER	DESCRIPTION	ITEM MARKS
				[illegible]	CONSISTS OF	
[illegible]	2		[illegible]	[illegible] CWA XXXX	STREET LIGHT	
		[illegible] [illegible] ATT [illegible] PLEASE RUSH ALL POSS				

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Exhibit #4

& - ITEMS SO MARKED AND GROUPED TOGETHER REPRESENT ONE ASSEMBLY.

9. PACKING

WILLAMETTE ELECTRICAL CONSTRUCTION CO.

Electrical Contractors
Designing - Consulting for Builders - Owners - Developers

639-1195
7430 S. W. BONITA RD.
TIGARD, OREGON 97223

November 10, 1970

Coral Corporation
P.O.Box 258
Gladestone, Oregon 97027

SUBJECT: E. Pendleton Interchange
Illumination Installation
State Contract #7350

Gentlemen:

We are requesting an extension of 24 days on State Contract #7350, East Pendleton Interchange Illumination, due to the fact the fixtures shipped for the job were the wrong voltage. We had to send them back to the factory for the corrections. The newly corrected fixtures were then returned to us, therefore, holding up our progress on the job.

We feel the $50.00 a day penalty charge is due to no fault of our own, but due to error by the manufacturer.

Please find enclosed a letter in connection with the above, by Mr. Steve Nemer, Platt Electric Supply. Thank you.

Sincerely,

Lee A. Anderson

Lee A. Anderson
Willamette Electric

LAA/vaf
Enclosure: 1

Exhibit #5

RECEIVED
APR 12 1971

3-31-71

STATE COPY

FOR FILING

[illegible] (A. E. Johnson)
Region
Wash DC
Area Engr Nichols

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 8	REPORT NO. 6 1312	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 3-29-71	REPORT MADE BY H. L. Wierenga, Hwy Engr		PROJECT NO. I-80N-5(35)212
COMPLETION DATE 10-26-70	ACCEPTANCE DATE BY CONTRACT AGENCY 12-9-70	TIME ELAPSED 113 %	CONTRACT TIME See below
APPROVED EXTENSIONS See below	LOCATION East Pendleton Interchange, Pendleton, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
A. E. JOHNSON

RECEIVED
APR 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cy to Morgan
M[illegible]
4-7-71

EAST PENDLETON INTERCHANGE
OLD OREGON TRAIL HIGHWAY
Illumination

The contract time of 180 calendar days was exceeded by 13% (23 c.d.), bringing the total time charged up to 203 calendar days. However, an extension of 4 c.d. was approved on 2-24-71 leaving an excess of 19 c.d. for which liquidated damages of $950 are to be assessed.

No major overruns or underruns developed during this project.

Two price agreements were approved for a total of $368.85. PA #2, dated 1-12-71, provided for the installation of an additional contactor in the control center at a lump sum cost of $108.85. PA #1, dated 11-19-70, provided for excavation for conduits, removing asphalt, and installing neutral wire from a service pole to the service cabinet, at a lump sum total of $260.

The State has submitted the PR-47, Laboratory Materials Certification, and the Construction Engineer's Statement.

The project has been completed in reasonably close conformity with the approved plans and specifications, including authorized changes and extra work. Acceptance of the project is recommended.

NOTED
TOM EDWARDS

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by R. A. NICHOLS R. A. Nichols		SIGNATURE Original Signed by R. E. Simpson R. E. Simpson	
TITLE Area Engineer	DATE 3-29-71	TITLE Division Engineer	DATE 3-31-71

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
MAR 4 - 1971
FOR FILING

I-80N-3(35)212
1250

March 4, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 3
March 30, 1971 meeting

Gentlemen:

Coral Corporation, contractor for the construction of the East Pendleton illumination on the Old Oregon Trail (I-80N) in Umatilla County, Contract 7350, has requested an additional 23 calendar days to complete the contract work without assessment of liquidated damages. The contractor contends that delays occasioned by his luminaire supplier who shipped material that had to be returned for correction prevented him from completing the work on time.

The contract allotted 180 calendar days to complete the work which forecast a completion date of October 3, 1970. The work was completed October 26, 1970, with 203 calendar days charged. This is an excess of 23 calendar days.

The contractor's contention is not a valid reason for time extension. Under the contract, this is considered to be a matter under the contractor's control. He is, however, entitled to a four-day extension for time consumed in performing extra work.

I recommend that the contractor be granted a four-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 19 days consumed. This amounts to $950.

This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the March 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
Ivan D. Merchant
F. D.Morgan
V. E. Skoog
L. H. Young
H. S. Coulter

CAG:ag sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7350 Contractor Coral Corporation

Highway Old Oregon Trail

Section East Pendleton Interchange

Kind of Work Illumination Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~GRANTED. Delay and error by supplier beyond control of contractor. Material ordered with adequate time to complete project had supplier furnished materials as indicated.~~

Grant four day extension without assessment of liquidated damages account extra work ordered. Assess liquidated damages for remaining 19 days consumed.

Recommended for Approval:

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

Regional Maintenance Engineer

Ivan V. Merchant

~~Construction Engineer~~ or Bridge Engineer

A E Johnson

Assistant State Highway Engineer

[illegible]

Contract No. 7350

Project designation I-80N-5(35)212
State-Federal

Date awarded 3/4/70

Work started 6/2/70

Per cent completed 100% 10/26/70
Date

No. of ~~Workdays~~ Calendar days Allowed 180

No. of ~~Workdays~~ Calendar days Used 203

No. of Added Workdays Requested 23

B-380 (Rev.)—5M—9-54

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 3, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 203 days, within which to complete our Contract No. 7350, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter and Exhibits

Respectfully submitted,

Coral Corporation
Contractor

By Robert D. Lean

CONSENT OF SURETY

Date December 17, 1970

We, RELIANCE INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Janet Heimbuck
Janet Heimbuck Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
MAR 3 1971
FOR

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-5(35)212

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

735D

DATE: February 24, 1971

In reply refer to: 08-35-DA

FROM : R. K. Simpson, Division Engineer
Salem, Oregon

SUBJECT: I-80N-5(35)212
Old Oregon Trail Highway
East Pendleton Interchange Illumination
Time Extension, Mr. Johnson's February 23 Letter

Participation in extending the contract time 4 calendar days is approved. This would allow a total of 184 calendar days to complete the contract work.

2-26-71
to Merchant
cc d Morgan

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 24 1971

FOR FILING
I-80N-5(35)212
7350

February 23, 1971

Mr. R. B. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Sir:

Re: East Pendleton Interchange Illumination
FAP No. I-80N-5(35)212
Contract No. 7350
Request for Extension of Time

The subject contract allotted 180 calendar days to complete the work which forecast a completion date of October 3, 1970. The work was completed October 26, 1970, with 203 calendar days charged. This is an excess of 23 calendar days.

The contractor has requested a 23-day extension without assessment of liquidated damages, his reason being a 3 1/2-month delay occasioned by his luminaire suppliers who furnished faulty fixtures which had to be returned for correction. This is not a specific reason for an extension of time without assessment of liquidated damages within the language of the specifications as it is considered to be a matter within the control of the contractor. The contractor is entitled to a four-day extension without assessment of liquidated damages for time consumed in performing extra work ordered under Price Agreements 1 (searching for conduit) and 2 (correcting contactor).

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a four-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 19 days. This amounts to an assessment of $950.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson ms
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
F. B. Morgan

CAG:ag ms

RECEIVED
FEB 8 - 1971

FOR FILE
I-80N-5(23)-212
7350

February 5, 1971

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $108.85 will be made to Coral Corporation on Contract No. 7350 for work on the East Pendleton Interchange Section of the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $31,400.37 including the post-final payment. Of the total, $161.52 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

kl

cc Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

bc Frank Morgan
Ivan Merchant
V. E. [illegible]
Attn: John Kerr
E. S. Coulter

RECEIVED
JAN 8 - 1971
FOR FILING

I-80N-5(35)212
7350

January 8, 1971

Reliance Insurance Company
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $240 will be made to Coral Corporation on Contract No. 7350 for illumination installation on the East Pendleton Interchange Section of the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $31,291.52 including the post-final payment. Of the total $181.52 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fmm

cc Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Kerr
E. S. Coulter

[illegible]
DEC 17 1970

FOR FILING

I-80N-5(35)212
7350

December 17, 1970

Reliance Insurance Company
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $181.52 will be made to Coral Corporation on Contract No. 7350 for illumination installation on the East Pendleton Interchange Section of the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $38,031.52 including the post-final payment. Of the total $181.52 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc
Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

DEC 10 1970

FOR FILING

I-80N-5(35)212

7350

December 10, 1970

Reliance Insurance Company
Portland Office
620 Oregon Bank Bldg.
Portland, Oregon 97204

Gentlemen:

Contract No. 7350 awarded to Coral Corporation for work on the East Pendleton Interchange Section of the Old Oregon Trail Highway in Umatilla County was completed on October 28, 1970, and accepted by the Highway Commission on December 9, 1970

Final payment in the amount of $1,600 will be released to the contractor after December 17, 1970. The total contract amount is $30,850, and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Harr
H. S. Coulter

RECEIVED
DEC 9 - 1970

FOR FILING

I-80N-5(35)212
7350

December 9, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed October 26, 1970 on Contract No. 7350. The contract was with Coral Corporation and was for an illumination installation on the East Pendleton Interchange Section of the Old Oregon Trail Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 9, 1970 and that you concur in this procedure that the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

I-80N-5(35)212
7350

FORM E-1 (REV 10-60)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION East Pendleton Interchange	WEEK ENDING December 5, 1970
		SECTION PREFIX 630-1010
	HIGHWAY Old Oregon Trail	COUNTY Umatilla
NAME OF JOB East Pendleton Interchange	KIND OF WORK Illumination Installation	
CONTRACTOR Coral Corporation	CONTRACT NUMBER 7350	FEDERAL AID PROJECT NUMBER I-80N-5(35)212
DATE OF CONTRACT March 24, 970	DATE WORK STARTED June 4, 1970	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 203
PROJECT AUTHORIZATION: $ 37,212.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 113%
EXCLUSIVE OF ENGINEERING: $ 35,750.00	ENGINEERING AUTHORIZATION $ 3,250.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ *	ENGINEERING COST TO DATE $ 3,160.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 97 %	DATE PROJECT WAS COMPLETED: October 26, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing
MONDAY				Morgan M Barker
TUESDAY				Bond B Walker
WEDNESDAY				Boehme
THURSDAY				Johnsen
FRIDAY				BEN GIFFORD
SATURDAY				

RECEIVED
DEC 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Regional Engineer on December 2, 1970.

SIGNED H. H. Van Cleave LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

[illegible]

RECEIVED
DEC 9 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-80N-5(35)212
7350

November 5, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 200
Salem, Oregon 97308

Contract 7350
Prefix 630-1010
FAP I-80N-5(35)212

Dear Sir:

The work under Contract No. 7350, East Pendleton Interchange Section of the Old Oregon Trail Highway in Umatilla County, was completed on October 26, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

NOTED
TOM EDWARDS

Federal Highway Administration
Oregon Division Office Endorsement

Date November 16, 1970

NOTED
A. E. JOHNSON

cy to Morgan
12-9-70

Conditions noted on above date:

None

RAN:js

for
R. E. Simpson
Division Engineer

RECEIVED
DEC 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JK:fw
cc R. L. Porter
F. D. Morgan

C

STATE COPY

Form Approved; Budget Bureau No. 04-R2089.1

MONTHLY TRANSACTION NO. 4-78	FORM R-2 (REV. 5-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	TE Oregon
		COUNTY Umatilla
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 4-14-70	PROJECT NO. I-80N-5(35)212

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

East Pendleton Interchange Section of the Old Oregon Trail Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-25-70	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 35,750	FEDERAL FUNDS $ 32,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer April 14, 1970

EXISTING STOCKS OF PR-2 (REV. 3-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. I-80N-5 (35) 212

EAST PENDLETON INTERCHANGE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Salem, Oregon March 30, 1970

Project agreement estimate.

Type Code Y030
Illumination (Sta. 1528+00 to Sta. 1557+50)

Temporary Protection & Direction of Traffic	All Required	$ 1,000.00
Roadway Illumination Installation, Complete	All Required	31,000.00
		$32,000.00
Flagging (60% of Contractor's Cost)	All Required	$ 500.00
	Subtotal	$32,500.00
	10% Engr. & Cont.	3,250.00
	Total	$35,750.00

Total Length of Project - - - - - - 0.0 mile

Summary of Funds

Federal Funds	$32,900.00
State Funds	2,850.00
Total Funds	$35,750.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint: Chap. 529, Laws 1939.

Group 1-100%
Prefix 630-1010
Contract No. 7350

RECEIVED
APR 14 1970

FOR FILING

I-80N-5(35)212

7350

April 14, 1970

Coral Corporation
135 East Hereford Street
Gladstone, Oregon 97027

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7350 for illumination installation on the East Pendleton Interchange on the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mr

Enclosure

cc: Reliance Insurance Company
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
H. N. VanCleave

RECEIVED
MAR 26 1970
FOR FILING

I-80N-5(35)212

7350

March 26, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of March 24, 1970, is requested in the award of contract for the E. Pendleton Interchange Section, Project No. I-80N-5 (35) 212.

The contractor receiving the award is Coral Corporation in the amount of $32,000.00, with Contract No. 7350 assigned. This bid was received on March 19, 1970 and awarded March 24, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date__________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:aw

[illegible]
MAR 27 1970
FOR FILING

I-80N-5(35)212

7350

March 26, 1970

Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

Gentlemen:

Enclosed are three copies of Contract No. 7350 for $32,000.00 awarded to you by the State Highway Commission on March 24, 1970. This contract is for illumination installation on the East Pendleton Interchange on the Old Oregon Trail in Umatilla County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 7, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
H. S. Coulter
H. W. VanCleave

THE CITY OF PENDLETON

P. O. BOX 190
PENDLETON, OREGON 97801

FEB 9 - 1970

FOR FILING

I-80N-5(35)212
7350

February 4, 1970

Mr. Tom Edwards
Asst. State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

At its meeting on February 3, 1970, the City Council authorized installation of an additional 700-watt luminaire unit at the East Pendleton Interchange and agreed to assume the electrical energy costs for this addition.

Attached is an endorsed copy of your letter of January 20, 1970, accepting the proposal, and a copy of an excerpt of the council minutes approving the additional lighting.

Sincerely yours,

Rudy R Enbysk

Rudy R. Enbysk
City Manager

RRE:dpm

enc.

NOTED
TOM EDWARDS

RECEIVED
FEB 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Copy Bud
2/5/70
"add to agreement"

THE WORLD'S ROUND-UP CITY

Keep
//

EXCERPT from minutes of Pendleton City Council meeting February 3, 1970.

"Mr. Roden moved that the City pay the electrical energy costs for one additional 700-watt luminaire unit to be installed by the State Highway Department at the East Pendleton Interchange. The motion was seconded by Mr. Hemenover and carried unanimously."

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Keep

January 20, 1970

Mr. Rudy R. Enbysk
City Manager
P. O. Box 190
Pendleton, Oregon 97801

Dear Mr. Enbysk:

Re: Old Oregon Trail Highway
Pendleton Section
East Pendleton Interchange
Illumination

Reference is made to the October 1, 1968 agreement between the City of Pendleton and the State of Oregon for illumination installation at the subject interchange.

It is deemed necessary to add one (1) 700-watt unit opposite the county road connection by the drive-in theater. The original agreement was for two (2) 100-watt and twenty (20) 700-watt luminaire units. This addition would result in the installation of a total of two (2) 100-watt and twenty-one (21) 700-watt units.

It is requested that the City agree to pay the electrical energy costs for the one (1) additional 700-watt luminaire, in addition to the costs covered by the October 1, 1968 agreement. If this is agreeable to the City, kindly return a copy of this letter endorsed by the proper authorities.

Our present plans call for the opening of bids for this project on March 12, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Tom Edwards

Tom Edwards
Assistant State Highway Engineer

APPROVED BY PENDLETON CITY
COUNCIL, February 3, 1970

Rudy R Enbysk
Rudy R. Enbysk, City Manager
February 4, 1970.

EXCERPT from minutes of Pendleton City Council meeting February 3, 1970.

"Mr. Roden moved that the City pay the electrical energy costs for one additional 700-watt luminaire unit to be installed by the State Highway Department at the East Pendleton Interchange. The motion was seconded by Mr. Hemenover and carried unanimously."

RECEIVED
JAN 19 1970
FOR FILING

I-80N-5(35)212
7350

January 15, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two Interstate Projects Items 398 & 399, which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our intention to receive bids for the projects on March 12, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

DAR:aw

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID P
(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N E. Pendleton Interchange 21 65	**ADT**	PRESENT 2, 750	FUTURE 5, 100 (66) (70)	YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Illumination Installation 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Umati
	NAME OF URBAN AREA Pendleton 17-31	ROUTE NO. I — FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		I-80N E. Pendleton Interchange			
5					**ROW**					
5					**CONST** (CODE) Y030			0.0	60, 000	55, 200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	60, 000	55, 200
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	ADT	PRESENT 2,750	FUTURE 5,100 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (5)	ITEM NO. 598 (14) (16)

					PROJECT NUMBER		I. Projects Only	
SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) I- 14 23	NUMBER SEQ. NO. 80-5 (35) 7 13	POST MI. 212 (24) (26)	DESIG. N 27

COUNTY NAME Umatilla CODE 059 (14) (16)

ROUTE NO. I FEDERAL-AID I-80N (32) STATE (36) (37) U.S. I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Installation of illumination for on and off ramps of the E. Pendleton Interchange.
0.0	60,000	55,200	4,800		ROW - 335' min; Access Control-Full; Parking Restriction-Complete;
0.0	60,000	55,200	4,800		
	(16) (23)	(24) (33)			

REMARKS Additional Data: Item 505, Project I-80N-5 (29) 204

: Remarks - continued

I-80N E. Pendleton Interchange

Remarks: - continued

The work under this project is considered stage construction and was approved as elligible for Federal-Aid Interstate funding by B. P. R. letter of June 19, 1968, Subject "East Pendleton Interchange Illumination". The above approval by inference granted general design approval and therefore no further action is required under PPM 20-8 dated January 14, 1969.

Pendleton -
Rep: Illum Agree's
10/31/67
&/or 10/1/68

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
H. S. COX

August 19, 1969

Mr. Rudy E. Enbysk
City Manager
City Hall
Pendleton, Oregon 97801

RECEIVED
AUG 20 1969
ENGINEER
COUNTY & CITY DIVISION

Dear Mr. Enbysk:

As indicated to you via telephone, we have reviewed the City's illumination proposal for lighting in and around the interchanges on Interstate 80N through Pendleton. Also as indicated via telephone, the proposals adequately fulfill modern lighting requirements and will operate satisfactorily with the illumination that the Highway Division is installing on the interchanges proper.

Under the terms of the State-City agreement, you may consider this letter as formal approval of the City's proposed plans.

Based on your indication to Mr. George, we are retaining for our file record the copy of the lighting proposal which you transmitted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By [illegible]

Tom Edwards
Assistant State Highway Engineer

NOTED
HAROLD
REYNOLDSON

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Coulter
H. S. Cox

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

LEG:mk ja

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
MAR 14 1969

FOR [illegible]

I-80N-5(3[illegible])212
17350

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1969

To:

MEMO TO THE FILES

SUBJECT: Illumination at the East Pendleton Interchange
Pendleton Section
Old Oregon Trail Highway

On October 1, 1968 the Highway Commission signed an agreement whereas they would install and maintain facilities for the illumination of the East Pendleton Interchange which is presently being constructed as part of the work on the Pendleton Section. Shortly following this agreement, our Resident Engineer, C. D. Hiatt, was instructed to attempt to obtain a Price Agreement for this illumination work from Rogers Construction Company which would be satisfactory to all interested parties.

Rogers Construction Company submitted prices for the work which amounted to some $47,900. After study, it was believed that these prices were quite high and the Bureau of Public Roads, through their Area Engineer Nichols, advised they could not participate at the submitted prices. Our Resident Engineer again contacted Rogers Construction Company but they felt they could not reduce their original prices. A previous estimate by our Traffic Division for the work was some $34,000.

It was therefore determined that the most practical thing to do was to let a separate contract for the illumination work. There are some conduits under the new roadway sections at the interchange which will be necessary for the illumination work. They can be readily placed under the present contract, which will eliminate some possible interference between separate contract operations or eliminate cutting of pavement if this illumination work was to be let at a later date.

John H. Walker

John H. Walker
Field Construction Engineer

JHW:fw
cc: F. B. Klaboe
D. J. Barbee
L. E. George
A. F. Parson
C. D. Hiatt

RECEIVED
MAR 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 13 1968
FOR FILING

I-80N-5(35) 212
7350

H G

October 3, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3630, 68

10-1-68

Mr. Rudy R. Rubyck
City Manager
City of Pendleton
P. O. Box 190
Pendleton, Oregon 97801

Dear Mr. Rubyck:

Attached for your files is a fully executed copy of an agreement for installation of illumination at the East Pendleton Interchange on the Pendleton Section of the Old Oregon Trail.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fim
Attachment

cc Mr. F. B. Crandall
(conformed copy)

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
SEP 10 1968
FOR FILE

Maint
Log S
Hwy Lighting

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 6, 1968

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Pendleton for the installation of illumination at the East Pendleton Interchange on the Pendleton Section of the Old Oregon Trail.

This agreement provides that the State shall do the work at an estimated cost of $32,600 and maintain the luminaire units after installation. The City is to pay for all electrical energy consumed. This is an Interstate project.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the October 1 meeting.

Very truly yours,

Forrest Cooper
Forrest Cooper
State Highway Engineer

9-9-68
approved.

NOTED
R. L. PORTER

RECEIVED
JUN [illegible] 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 19, 1968

In reply refer to: 08-35-DA

I-80N-5(35)212
7350

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: I-80N-5(29)204
East Pendleton Interchange
Illumination

Mr. Edwards' letter, dated June 13, requested our concurrence in the illumination of the East Pendleton Interchange. The hazardous driving conditions due to fog and icing are sufficient warrants to illuminate an interchange.

The tabulation of fog conditions for 1966 as furnished by the U.S. Weather Bureau at the Pendleton Airport and the road condition report of your Division Maintenance Superintendent adequately support that fog and ice do occur with sufficient frequency to qualify for partial illumination under case B-6 of the AASHO guide for lighting controlled access highways.

This office will approve for Federal participation the illumination of the East Pendleton Interchange as requested.

NOTED
TOM EDWARDS

Copy - Young
Copy Bud
Proceed at once
E
6-21-68

RECEIVED
JUN 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 18 1968
FOR FILING

I-80N-5(35) 212
7350

June 13, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35-DA

Dear Sir:

A letter and supporting data was recently sent to you concerning a request for approval of illumination at the East Pendleton Interchange. A portion of the request involved a statement concerning the fact that this area experiences some severe weather conditions throughout the year, most particularly extreme fog conditions.

There is attached a tabulation taken from the weather records of the Pendleton Airport's U.S. Weather Bureau. The data shown thereon is self-explanatory. This data indicates that from January 1 to March 8, the last day of fog, that such a condition existed on 26 of the 67 days, or 39 percent of the time. In the fall of that year, the first fog occurred on September 14, which is abnormal. The second occurred on October 20, which is normal. From that day to the end of the year fog occurred on 23 of 72 days, or 32 percent of the time. A composite record for the year indicates fog on 49 of 139 days during the normal winter season or 35 percent of the time.

Also attached is data from the District Maintenance Superintendent's office records in Pendleton indicating those days on which hazardous driving conditions existed due to low temperatures. As can be seen, there were a total of 47 days in 1966 when such conditions existed.

You will note on the chart attached that the records indicate fog or ice occurring in excess of 40 percent of the time between October 15 and March 15 of a normal year.

Inclusion of this data in our request for lighting, and your consideration thereof is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)
L. H. Young (enc.)
A. F. Parson (enc.)

LEG:mk/TE:ja

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
June, 1968

INFORMATION ON FOG CONDITION FOR THE YEAR 1966 FURNISHED BY THE U.S. WEATHER BUREAU AT PENDLETON AIRPORT

Visibility Less Than 6 Miles - 2
Visibility Less Than 1/4 Mile - 1

Date	Day	Fog Condition	Fog Condition
January, 1966	2		2
	3		2
	8	1	
	16		2
	17		2
	18	1	
	19	1	
	20	1	
	22	1	
	23	1	
	25	1	
	26		2
	27		2
	30		2
February, 1966	1		2
	2		2
	3		2
	4		2
	5		2
	8		2
	24		2
	25		2
	26	1	
March, 1966	3	1	
	7	1	
April, May, June July, August, 1966	No Fog		
September, 1966	14		2
October, 1966	20	1	
	25		2
	28		2
	29		2
November, 1966	11		2
	12	1	
	13	1	
	14		2
	15		2
	16		2

Visibility Less Than 6 Miles - 2
Visibility Less Than 1/4 mile - 1

Date	Day	Fog Condition	Fog Condition
(Cont'd)			
November, 1966	17		2
	18		2
	19		2
	20		2
	25	1	
	29		2
	30		2
December, 1966	1		2
	4		2
	10		2
	11		2
	25	1	
	26	1	
	Total Days	*16	33

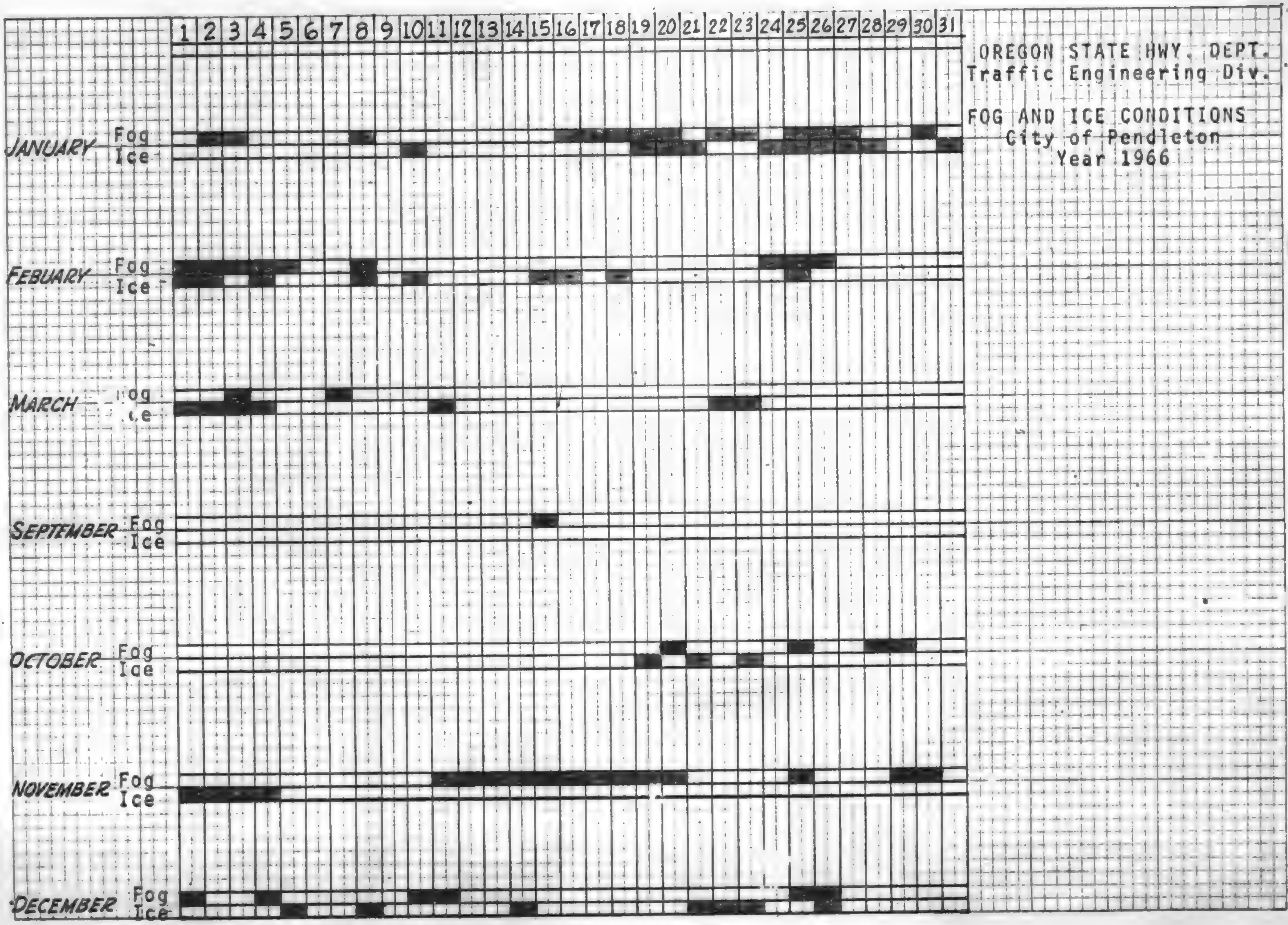
* Airport would be closed to operation during the type 1 condition, but many of these days were only partially foggy days.

OR ON STATE HIGHWAY DEPARTME
Traffic Engineering Division
June, 1968

Freezing or Below Freezing Temperatures and Road Conditions at Pendleton - 1966

Date	Code
January 10	3021
19	2821
20	2011
21	2621
24	2821
25	2226-2-2
26	2622-0-1
27	2621-0-1
28	3121-0-T
31	2611
February 1	2821
2	2811
4	3421
8	3261
10	2612
11	4021
14	3651
15	2111
16	3121
17	3621
18	3011
21	2811
24	3411
25	3021
28	3651
March 1	3221
2	2921
3	2822-T-T
4	2811
10	4011
11	3011
22	3011
23	3021
24	3311
October 19	3011
21	3021
23	2821-0-T
28	3311
November 1	3211
2	2821
3	2711
4	2811
December 5	3222-0-1½
8	3221
14	3211
21	2911
22	2612
23	3021
26	2611
30	3321

CLEARPRINT PAPER CO. NO. ... 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



OREGON STATE HWY. DEPT.
Traffic Engineering Div.

FOG AND ICE CONDITIONS
City of Pendleton
Year 1966

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 11, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

B H Brooks
for

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(29)204
East Pendleton Interchange
Illumination

Mr. Edwards' May 7, 1968 letter reiterated his request for our concurrence and participation in the proposed illumination of the East Pendleton Interchange.

As stated in our April 23, 1968 memorandum, the data submitted does not meet the warranting conditions set forth in the "AASHO Informational Guide for Lighting Controlled Access Highways". On this basis we did not participate in the costs of illuminating the subject Interchange. As you stated illumination is justified in hazardous locations. We concur that this may be sufficient justification for Federal participation and will be glad to reconsider our decision if you would submit supporting information on either the weather conditions in the immediate area or the past accidents in the area which were attributed to bad weather conditions.

The situation here is compared to such places as Ashland in Mr. Edwards' letter. If the State or the City wishes to illuminate the highway from the Interchange into the City with non-Federal-aid funds, as was done at Ashland, Federal-aid funds would be eligible for illuminating the Interchange under condition "B-1" of the AASHO Lighting Guide.

Copy - Crandall
Young
Parsons
6-13-68

NOTED
TOM EDWARDS

RECEIVED
JUN 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 8 - 1968
FOR FILING

I-80N-5(35)212
11-7350

May 7, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Simpson:

Your letter of April 23 declines financial participation for lighting at the East Pendleton Interchange on I-80N. It is requested that serious reconsideration be given to this decision.

As was stated in our previous letter to you, our concern is for safe operating conditions at the interchange during the hours of darkness. Records for weather in the area show that fog, ice and freezing fog exist in this locality from about October through March of each year. Any one or a combination of these weather conditions create extremely hazardous driving which could be made safer through proper nighttime illumination. It is also still our opinion that abnormally high speeds will be developed through this section.

The AASHO Manual on Highway Design and Operational Practices related to highway safety does not make any distinction as to whether a facility is an Interstate or non-Interstate highway. It does state that certain critical locations should be illuminated. It is sincerely believed that the East Pendleton Interchange is such a location.

There is another serious facet to this highway lighting. The communities served by the Interstate system are all aware of the actions which have been taken in lighting of the various interchanges. This information is disseminated through the City Managers' Organization. The denial of lighting for one of the main entrances to the city of Pendleton places us in an untenable position in having to deny service to it after having approved lighting at such places as Ashland (where the situation is very comparable) and to many other localities where the traffic and weather conditions are not as difficult as those experienced at East Pendleton.

We would appreciate further consideration and approval, based on the conditions outlined herein.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young
A. F. Parson

LEG:mk/TE:ja

FORM E-90 90M 11-61 40230

RECEIVED
MAY 6 - 1968
TRAFFIC ENGINEERING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
May 3, 1968

SUBJECT:

To: Mr. L. E. George
Traffic Department
Salem

I have contacted the Weather Bureau at the airport here and received the following list of days when the visibility was 1/4 mile or less, which is a pretty dense fog:

	1965	1966	1967
January	13 Days	7 Days	1 Day
February	1 "	8 "	1 "
March	1 "	None	1 "
October	None	3 Days	4 "
November	11 Days	10 "	None
December	8 "	4 "	4 Days

We are of the opinion that the fog at the interchange east of town would be comparable.

L C Smitton
L. C. Smitton
District Maintenance Supt.

LCS:db

RECEIVED
APR [illegible] 1968

UNITED STATES GOVERNMENT

Memorandum

Klaboe
Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 23, 1968

In reply refer to: 08-35-DA

I-80N-5(35)212
117,350

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(29)204
East Pendleton Interchange
Illumination

Mr. Edwards' letter dated April 15 requested our concurrence and participation in the proposed illumination of the East Pendleton Intterchange.

The data submitted does not meet the warranting conditions as set forth in the "AASHO Informational for Lighting Controlled Access Highways." This interchange is located in an undeveloped area (except for the Drive In Theater) and should give no operational problems.

We do not believe that Federal-Aid Interstate funds should be expended for this lighting installation; however, if the local Governmental agencies or the State should desire to finance the installation, maintenance and operation of the lighting facilities at this location this office would consider that the warrants under Case B-6 were complied with and would approve the lighting plan as submitted.

NOTED
F. B. KLABOE

copy to Young
4-26-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 16 1968
FOR FILE

I-80N-5(35) 212
17350

April 15, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Simpson:

As you know, we currently have under contract illumination installations at the four interchanges immediately contiguous to the Pendleton urban area. The fifth interchange in the vicinity, located some one and one-half miles east of Pendleton, was not included in the original proposal at the request of the City. We have now received a request from the City to install lighting at the East Pendleton Interchange.

Due to the extreme distance between the East Pendleton Interchange and the city limits, and also due to the minimum amount of existing culture along this section of US30, we are not requesting that illumination be installed between the interchange and the east city limits. It is appropriate, however, to install lighting at the interchange proper to provide the safest possible operating conditions for nighttime traffic. The interchange is located geographically in an area that experiences adverse weather conditions and periods of extreme fog. The East Pendleton Interchange is also located near the bottom of the Cabbage Hill grade, which will produce very high operating speeds for downhill traffic.

The AASHO Manual of "Highway Design and Operational Practices Related to Highway Safety" states that "...There are critical locations such as weaving areas, exit and entrance ramps and junctions that should be identified and illuminated with adequate lighting..." We therefore request your approval of the illumination as shown on the attached plan.

It is felt that because of the adverse weather conditions in this area and the extremely high operating speeds that will be produced by the alignment, that illumination will provide the safest possible nighttime operating conditions for the interchange. In addition, it is felt that the intent of Case B-6 of the Warrants for Interchange Illumination is fulfilled.

Your approval of this illumination as a Federal-aid Interstate Project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
A. F. Parson
L. H. Young

LEG:mk ja

RECEIVED
MAR 27 1968

I-80N-5(35)212
7350

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1968

SUBJECT:

To: Memo to File

At 11 a.m. on March 25 Chairman Jackson, Commissioner Hill and I met with thirteen representatives from the City of Pendleton and Umatilla County relative to problems in connection with I-80N.

The group consisted of the Umatilla County Court; the Pendleton City Manager, the City Engineer, and some members of the City Council; and Mr. Brogiotti and his attorney, Gene Conklin. They asked for lighting at the East Pendleton Interchange and stated they had been told that lighting could be provided only if they would light the existing route into town. They consider this an unfair requirement, and Chairman Jackson said the Department would review the problem.

#7350

In an effort to reduce the probable cost of the Emigrant-Frazer Street Couplet, a suggestion was made that Frazer Street be dropped, that Emigrant Street be used eastbound, and Dorian Street be used westbound. They were told that the Department would check the feasibility of this proposal.

Coord Prog y + [illegible]

Judge Cook asked that the connection to Rieth Road be upgraded and that we cooperate with the County in filling an area near the County Shops, he being of the impression that we have considerable waste material on the Pendleton Bypass job. I told him that I was not aware of any excess waste material but would check the matter and advise him.

Coord with Co Rds Umatilla

The group appeared not to be on one mind on the design for the West Pendleton Interchange. A rather feeble attempt was made to secure a slip ramp from the trumpet

#7597

interchange to serve the private property in the area under the guise that such a proposition would, in effect, be a diamond interchange with free-flowing inbound traffic. They were informed this was contrary to standards and that I was sure that regardless of who paid the bill, the Bureau of Public Roads would not permit such construction. The question was raised as to whether the group could meet with the Bureau. I told them I was sure they could and suggested they contact Division Engineer Simpson. After returning to the office, I had a call from Mr. Brooks saying the group was on the way and had requested a meeting with no State personnel present. I reviewed what had happened at the meeting in Mr. Jackson's office.

I attempted to contact Rogers Construction Company to inform them that no change in plan is imminent but could not reach Mr. McInroe.

R.L.P.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
A. F. Parson

RECEIVED
MAR 22 1968
FOR FILING

I-80N-5(35) 212
7350 C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
March 21, 1968

To: MEMO TO FILE

SUBJECT: Proposed Illumination
Pendleton Bypass

L

This is to advise the file that both the writer and Scott Coulter attended a meeting in Pendleton on Monday, March 18, concerning possible interchange illumination at the most easterly interchange on the Pendleton Bypass. The County Court, the City of Pendleton and interested citizens from the east end of Pendleton were present.

The Department's policy concerning interchange illumination on the Interstate System was explained to the group. The meeting deteriorated into an argument as to whether or not the City or the County should be required to illuminate existing US30 from the city limits out to the interchange, a distance of some two miles. No final decision was reached at the meeting.

L. E. George
L. E. George
Assistant Traffic Engineer

LEG:mk

cc: Tom Edwards ✓
A. F. Parson

NOTED
TOM EDWARDS

RECEIVED
MAR 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

MAR 26

I. 80N-5(35)212
7350

EAST INTERCHANGE LIGHTING

March 18, 1968

A meeting was held in the County Courthouse at 2:00 p.m., March 18, 1968, to discuss lighting the east interchange. Judge D. R. Cook presided. The following were present: Robert McKellar, Paul Cimmiyotti, Rudy Enbysk, Harold Rees, Walter Holt, Les Tinhof, Virgil Rupp, Dorothy Marlow, and Scott Coulter and Bud George from the State Highway Commission. The following business owners were present: R. P. Leslie, I. Davis, Hal Evans, L. B. Gillette, H. E. Watrous, W. D. Moser, George Bonbright, Art Fry, Ralph Widnes, Robert K. Simmons, Patricia McGough, E. W. McClure, Mrs. N. Farley and Sr. M. Lawrence.

Mr. Enbysk reported that the meeting had been set on request of the City Council so that the citizens interested in the lighting could discuss it with a council committee and the County Court.

Mr. George explained that the American Association of State Highway Officials, of which Oregon is a member, sets geometric design features, lighting standards, etc. Policies adopted by the Association are then policed by the Bureau of Public Roads. "Illumination" policies have been adopted which require that local governmental agencies must light accesses to the interchanges and make a substantial contribution to the interchange installation. The lighting must meet minimum requirement standards. In Oregon if the local agency will pay the energy charges for the interchange lighting, and install and furnish energy for the access lighting, the BPR will accept this as a 'substantial contribution' on the part of the local agency. In several Oregon communities agreements have been reached between cities and counties to light interchanges outside the city limits. He specifically mentioned Grants Pass and Josephine County, and Ashland and Jackson County, as having worked out an agreement.

It is estimated that the energy costs to light the interchange would be $1,047.60 annually, and the annual cost to light the access road would be $3,327.60. These costs would have to be assumed by a local jurisdiction. The state pays for the energy charges at the Mission interchange which was installed about 15 years ago, but will not assume obligations to light interchanges at this time.

The City has agreed to assume the energy charge to light the interchanges at the airport junction (which lies partially outside the city limits), at the Emigrant interchange (which lies entirely within the city limits), and at the south hill interchange (which is presently outside the city limits, but will be annexed prior to the time the interchange is operational). The east interchange lies 1-3/8 miles outside the city limits, there are no commercial establishments on the route, and the City has received no inquiries regarding annexation of the area. It has been proposed that it would be a county obligation to furnish the access lighting and that the city assume the energy charges as development takes place and the area is annexed.

Mr. Davis stated that if the east interchange is not lighted, motorists are apt to miss it, and by the time westbound motorists reach the south interchange they will have by-passed the route into the city center. Restaurants, motels and service stations will accommodate motorists at the south hill interchange and they will proceed on without entering the city center. Mr. Tinhof felt that consideration should be given to the effect such a by-pass would have on the existing businesses at the east end of town, rather than on potential new business.

Mr. George advised that the interchange could not be lighted unless the access is also lighted. The State will not assume this obligation as it is not lighting any rural interchanges. Mr. Leslie agreed that it should be lighted, either by the city or county, or both. Mr. McKellar pledged the city's assistance in arriving at a solution, but noted that it is difficult to justify the expenditure of approximately $4,300 per year outside the city limits. Mr. Cimmiyotti reviewed the development which has taken place east of the viaduct since 1959, and felt the

Mr. Leslie noted that everyone present seemed agreed that the lighting should be installed, and he proposed that the city, county and state work out an agreement to finance the installation. Mr. Bonbright said that east end residents would have appeared sooner if they had realized that the other interchanges were to be lighted.

Mr. Enbysk suggested that it would be the county's responsibility to install the lighting since the installation would be entirely outside the city limits. Mr. Rees reported that he had interests in the development proposed at the south hill interchange, and therefore would be excluded from the county's consideration of this matter. However, he questioned if the county should light the access road, since it would remain a state highway. Mr. Cook said that the county would need a legal opinion as to whether or not road funds could be used for this purpose. Mr. Bonbright proposed that the city and county pledge matching funds. Mr. Tinhof felt the city and county had an equal obligation to resolve the problem. Mr. Cimmiyotti expressed concern that the problem would be compounded when Highway 11 was rerouted, and he urged that the access be lighted.

Mr. McKellar stated that since only 2 of the 5 members of the council committee were present, they would schedule another meeting before a recommendation could be made to council. Mr. Enbysk pledged the city's assistance to help resolve the problem. It was agreed by all present that lighting was desirable, but the main obstacle is financing the project.

Mr. Leslie felt the downtown and west end merchants would be equally effected if the motorist did not leave the highway at the east interchange, as this would be the main route to the business district from the east.

Mr. Tinhof summarized the delegation's interest in seeing that the interchange is lighted, and expressed confidence that the council committee would pursue the matter to a conclusion.

State Highway traffic surveys indicate that traffic will be equally divided between eastbound and westbound vehicles. It is difficult to determine if lighting produces benefits or if it creates hazards. Accident statistics indicate that the interchange lighting creates hazards, and the Highway Department is not convinced that lighting in rural areas is a safety feature. In metropolitan areas where traffic volume is heavy, there is a safety factor, and it has an overall advertising benefit, but the merits have not been fully assessed at this time.

The meeting was adjourned.

RECEIVED
MAR 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

MAR 25 [illegible]

I-80N-5(35)212
7350

EAST INTERCHANGE LIGHTING

March 18, 1968

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It is estimated that the energy costs to light the interchange would be $1,047.60 annually, and the annual cost to light the access road would be $3,327.60. These costs would have to be assumed by a local jurisdiction. The state pays for the energy charges at the Mission interchange which was installed about 15 years ago, but will not assume obligations to light interchanges at this time.

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Mr. Cook questioned if the County could expend road monies for lighting, and noted that the counties in the southern part of the state receive timber funds which are not available to Umatilla County. If the east interchange were to be lighted by the county, it could possibly create additional demands from other cities to light interchanges near their city limits.

NOTED
TOM EDWARDS

Mr. Leslie noted that everyone present seemed agreed that the lighting should be installed, and he proposed that the city, county and state work out an agreement to finance the installation. Mr. Bonbright said that east end residents would have appeared sooner if they had realized that the other interchanges were to be lighted.

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The meeting was adjourned.

RECEIVED
MAR 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

18-1143 Midland Information Center, on 1970
The Dalles-Calif. Highway, about
#7351 8 mi. south of Klamath Falls

R/W 9349

RECEIVED
JUL 21 1970
FOR FILE

18-1143
7351

July 21, 1970

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

A post-final payment for $720 will be made to Pacific Crushing Company dba Klamath Rock Products on Contract No. 7351 for grading the Midland Information Center on The Dalles-California Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $20,129 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fdm

cc Pacific Crushing Co.
  dba Klamath Rock Products
P. O. Box 1180
Klamath Falls, Oregon 97601

Ward Insurance Agency
140 - 12th Ave., West
Eugene, Oregon 97401

Frank Morgan
Ivan Merchant
V. E. Skoog
  Attn: John Kerr
J. F. Putnam

RECEIVED
AUG 6 - 1970
FOR FILING

18-1143
7351

July 14, 1970

Pacific Crushing Company
dba Klamath Rock Products
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission at its meeting on July 7, 1970, considered your request for an extension of 30 days on Contract No. 7351 for grading in the Midland Information Center on The Dalles-California Highway in Klamath County.

The Commission extended the completion date to May 18, 1970, thereby eliminating all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sas

cc F. D. Morgan
V. E. Skoog
J. F. Putnam
E. J. Dunn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7351 Contractor Klamath Rock Products

Highway The Dalles-California

Section Midland Information Center

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 24 days for delay in utility relocations and overruns in bid items.

Recommended for Approval:

Division Engineer

For Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7351
Project designation	State State-Federal
Date awarded	March 31, 1970
Work started	April 13, 1970
Per cent completed	95 4/30/70 Date
Specified Completion Date ~~No. of Workdays Allowed~~	4/24/70
No. of Workdays Used	
Specified Completion Date ~~No. of Added Workdays~~ Requested	6/1/70

E-360 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 24, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. 7351, without the assessment of liquidated damages. The said contract is described as follows:

Grading - Midland Information Center

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Due to repeated changes in the plan and profile, additions of various items including pipe and inability of securing dates for moving necessary utilities we request an extension of time until June 1, 1970 for completion of this project.

Respectfully submitted,

Pacific Crushing Co. dba
Klamath Rock Products
Contractor

By Sec. - Treas.

CONSENT OF SURETY

Date April 24, 1970

We, Argonaut Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. Ward
J. W. Ward
Attorney-in-fact

(SEAL)

J. W. Ward
J. W. Ward
Resident Agent

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1970

SUBJECT: Midland Information Center
Contract No. 7351
Request for Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Klamath Rock Products, contractor on the above project, has requested a time extension to June 1, 1970 based on added work items and utility conflicts. Bids were opened on the project March 26, 1970 and the contract awarded March 31, 1970 with a specified completion date of April 24, 1970. This was an equipment rental basis contract consisting of grading and placing aggregate surfacing on the project area.

This contract was undertaken on an expedited basis with a minimum of planning. Work added for drainage, service conduit, a trailer dump station and a left-turn refuge increased the final contract amount 121 percent. Utility poles (telephone and power) were not completely removed until May 13 and the project was then completed May 18, 1970, an overrun of 24 days. The contractor has been assessed liquidated damages of $30 per day or $720.

The utility conflicts and added work justify a 24-day time extension which would delete all liquidated damages. This is a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB/VG:fw

Attachment

cc V. L. Gallagher

RECEIVED
JUN 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1970
FOR FILING

18-1143
7351

June 19, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
July 7, 1970 meeting

Klamath Rock Products has requested a 30-day time extension on the Midland Information Center Section of The Dalles-California Highway in Klamath County, Contract No. 7351.

This project was awarded March 31, 1970, with a specified completion date of April 24, 1970. It was undertaken on an expedited basis with a special bid opening and with a minimum time available for planning. All the contract work was on an hourly equipment rental basis.

Utility poles of two different companies had to be relocated and the relocations were not completed until May 13, 1970. Additional work items for drainage and conduit and overruns in the rental items increased the contract amount 121 percent.

The project was completed May 18 with 24 days liquidated damages assessed in the total of $720. The utility delay and added work more than justify the requested extension of time and I recommend that the completion date be extended to May 18, 1970, eliminating all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Forrest Cooper
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
V. E. Skoog
J. F. Putnam
JAB/VG;fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7351 Contractor Klamath Rock Products

Highway The Dalles-California

Section Midland Information Center

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 24 days for delay in utility relocations and overruns in bid items.

Recommended for Approval:

J F Putnam
Division Engineer

John [illegible] for
Construction Engineer ~~or Bridge Engineer~~

M K [illegible]
Assistant State Highway Engineer

Contract No. 7351
Project designation State
State-Federal
Date awarded March 31, 1970
Work started April 13, 1970
Per cent completed 95 6/30/70
Date
Specified Completion Date ~~No. of Workdays Allowed~~ 6/24/70
No. of Workdays Used
Specified Completion Date ~~Approximate Workdays~~ Requested 8/1/70

[illegible]

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 24, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. 7351, without the assessment of liquidated damages. The said contract is described as follows:

Grading - Midland Information Center

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Due to repeated changes in the plan and profile, additions of various items including pipe and the inability of securing dates for moving necessary utilities we request an extension of time until June 1, 1970 for completion of this project.

Respectfully submitted,

Pacific Crushing Co. dba
Klamath Rock Products
Contractor

By Sec. - Treas.

CONSENT OF SURETY

Date April 24, 1970

We, Argonaut Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. Ward
J. W. Ward
Attorney-in-fact

(SEAL)

J. W. Ward
Resident Agent
J. W. Ward

C

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JUN 17 1970

FOR FILING

18-1143
7351

June 17, 1970

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

Contract No. 7351 awarded to Pacific Crushing Company dba Klamath Rock Products for grading in the Midland Information Center on The Dalles-California Highway in Klamath County was completed on May 18, 1970, and accepted by the Highway Commission on June 16, 1970.

Final payment in the amount of $482.50 will be released to the contractor after June 24, 1970. The total contract amount is $22,409.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

cc Klamath Rock Products
P. O. Box 1180
Klamath Falls, Oregon 97601

Ward Insurance Agency
149 - 12th Avenue West
Eugene, Oregon 97401

bc Frank Morgan
Ivan Merchant
V. E. Skoog
  Attn: John Herr
J. F. Putnam

RECEIVED
JUN 17 1970
FOR FILING

18-1143
7351

June 16, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed May 18, 1970, on Contract No. 7351. The contract was with Klamath Rock Products and was for grading on the Midland Information Center Section of the Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 16, 1970, and that you concur in this procedure at the Commission meeting on July 7.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
Ivan Merchant
L. H. Young
J. F. Putnam

srb HT

18-1143
7351

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Midland Information Center	WEEK ENDING: May 30, 1970
		SECTION PREFIX 18-1143
	HIGHWAY The Dalles-California	COUNTY Klamath
NAME OF JOB Midland Information Center	KIND OF WORK Grading	
CONTRACTOR Klamath Rock Products	CONTRACT NUMBER 7351	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT March 30, 1970	DATE WORK STARTED April 13, 1970	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 11,942.35	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 182
EXCLUSIVE OF ENGINEERING: $ 10,899.35	ENGINEERING AUTHORIZATION $ 1,043.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 23,129.00	ENGINEERING COST TO DATE $ 1,612.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION inc. Eng. 208.5
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 112 %	PERCENT OF AUTHORIZATION 155 %	DATE PROJECT WAS COMPLETED: May 18, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.5				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.5				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	430 Hrs.				
TOTAL QUANTITIES CORRECTED TO DATE	930 Hrs.				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	930 Hrs.				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Warm			
MONDAY	Clear-Warm			
TUESDAY	Clear-Warm			
WEDNESDAY	Partly Cloudy-Cool AM-Clearing PM			
THURSDAY	Clear-Mild			
FRIDAY	Partly Cloudy-Mild			
SATURDAY	Partly Cloudy-Mild			

NOTED
R. D. CHURCH

RECEIVED
[illegible] 1 1970
CONSTRUCTION
DIVISION

JB

Johnsen
Litchfield
Gallagher
Stein

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Paving of the project commenced this morning and continued thru-out the week, placing of the two 2-inch lifts. The Resident and officeman working on the Semi-final Estimate part of this week.
TUESDAY	
WEDNESDAY	Mr. O.B. Jackmond, Ass't. Division Engineer, over the project.
THURSDAY	
FRIDAY	
SATURDAY	No work-Memorial Day

REMARKS

This Class "B" paving is not part of the contract.
This paving and other work has been under Purchase Requistion type of agreements.
It is anticipated the paving will be completed Monday June 1, 1970.
The Semi-final Estimate will be mailed to the Division Office June 1, 1970.

THIS IS THE LAST WEEKLY REPORT FOR THE PROJECT.

SIGNED E. J. Dunn EJDunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 13 1970
FOR FILING

18-1143

7351

May 13, 1970

Oregon State Highway Commission

Gentlemen:

An overrun in the Midland Information Center site preparation, Contract No. 7351, in Klamath County, is anticipated. Klamath Rock Products is the contractor. This State project covers the grading and base surfacing of a site, including approaches, for a new information center on The Dalles-California Highway south of Klamath Falls.

The contract work is all on an hourly equipment rental basis. Present estimated cost is $24,902.35, an increase of $12,960 from the original authorization. This increase is due to plan modifications, adding a trailer dump station, and safer traffic access.

Telephonic approval of this additional authorization was secured from Chairman Jackson on May 12 and will be presented to you at the June 2 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. E. Young
V. E. Skoog
J. F. Putnam

JAB:fw sr

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1970

SUBJECT: Overrun of Project Authorization
Midland Information Center
Contract No. 7351

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Herewith request for $12,960 added authorization (108.5%) on subject project. This project covers grading and pit-run surfacing of a new site and approaches all on an hourly rental basis. The proposal was put together on an expedited basis, without complete plans and with a special bid opening. Actual surfacing needs have required more than twice the hauling time set up. Plan modifications have added a roadway loop to serve a trailer dump station site, a longer northbound off ramp, and widening for a southbound left-turn refuge. These additions have added both grading and surfacing time.

The work has been conducted efficiently, but the overrun was unavoidable under the circumstances.

The project is virtually complete and we have just received the first progress pay estimate which exceeds the project authorization. We recommend telephone approval to avoid delay in paying the contractor.

A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

Form E-373 (Rev. 10-68)

18-1143
7351

c

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Midland Information Center Date May 11, 1970

Highway The Dalles-California Contract No. 7351

County Klamath Kind of Work Contractor Klamath Rock Products

	Authorized	Estimated
Contract Amount	$10,430.00	$21,072.25
Anticipated Items	-	-
Contingency (4½%)	469.35	1,724.25
Engineering	1,043.00	2,105.85
Credits		
PROJECT COST	$11,942.35	$24,902.35

NET INCREASE $ 12,960.00 = 108.5%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Bid Item 2, Scraper Rental	$ 2,685.00	+ $ 285.00
(C) Bid Item 3, Dozer Rental	3,290.00	+ 1,890.00
(C) Bid Item 4, Grader Rental	3,175.00	+ 2,175.00
(C) Bid Item 5, Truck Rental	8,146.25	+ 5,346.25
(C) Bid Item 6, Roller Rental	972.00	+ 252.00
(C) Bid Item 7, Loader Rental	1,760.00	+ 660.00
(C) Bid Item 8, Sprinkler Rental	544.00	+ 34.00
Engineering	2,105.85	+ 1,062.85
(U) PA No. 1, Conduit & Drainage Materials Added	1,724.25	+ 1,724.25

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 6-2-70

Principal reasons for overruns (Continue on reverse side): Plan changes added a trailer dump station site, and provision for a left-turn traffic lane and longer off-ramp all requiring more grading equipment time. Base rock quantity also higher than anticipated and required more hauling and placing equipment time.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ E. J. Dunn
Resident Engineer

Noted by
for
Construction or Bridge Engineer

Confirmed by /s/ J. F. Putnam
Division Engineer

Noted by
Deputy or State Highway Engineer

SP*23760-734

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APR 27 1970
FOR FILING

18-1143

7351

April 27, 1970

Pacific Crushing Co.
DBA Klamath Rock Products
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7351 for grading at the Midland Information Center on The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

Enclosure

cc: Argonaut Insurance Company
Ward Insurance Agency
F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
E. J. Dunn

RECEIVED
APR 20 1970
FOR FILING

Kaa

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

18-1143
7351

April 13, 1970

Mr. E. J. Dunn, Resident Engineer
2557 Altamont Dr.
Klamath Falls, Oregon 97601

Dear Mr. Dunn:

Re: Midland Trailer Dump Station

This is to confirm our telephone conversation of April 13, concerning David Talbot's instructions to include a trailer dump station at the Midland Information Center. You should adjust your construction plans to include this facility.

Enclosed are one print of Drawing No. P2023 and six prints of the layout.

If you have any questions please give us a call.

Very truly yours,

JEH.

John E. Hollingsworth
Field Engineer Supervisor

JEH:bt

Enc.
cc: J.F. Putnam, Div. Engineer

NOTED
LLOYD P. SHAW

RECEIVED
APR 8 - 1970
FOR FILING

18-11-13
7351

April 8, 1970

Pacific Crushing Co.
DBA Klamath Rock Products
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

Enclosed are three copies of Contract No. 7351 for $10,430.00 awarded to you by the State Highway Commission on March 31, 1970. This contract is for grading at the Midland Information Center on The Dalles-California Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is April 24, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
E. J. Dunn

RECEIVED
APR 2 - 1970
FOR FILING

19-1143

7351

April 1, 1970

Pacific Crushing Co. DBA
Klamath Rock Products
P. O. Box 1475
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on March 31, 1970, awarded to you State Highway Contract No. 7351 for grading at the Midland Information Center on The Dalles-California Highway in Klamath County.

This award was based on your bid of $10,430.00 which was the low bid submitted to the Commission on March 26, 1970.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

bc: Frank Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
J. F. Putnam
E. J. Dunn

RECEIVED
MAR 30 1970

FOR FILING

18-1143
7351

March 30, 1970

Oregon State Highway Commission

Gentlemen:

Your concurrence in the Engineer's recommendation on the following project, for which bids were received on March 26, 1970, is requested:

1. Grading at the Midland Information Center on The Dalles-California Highway in Klamath County, State Project. Three bids were received. The Engineer recommends award to the low bidder, Klamath Rock Products, Eugene, in the amount of $10,430.00. The Engineer's Estimate was $10,770.

I will call the Chairman for approval after you have had time to study the bids.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
L. P. Shaw
L. H. Young
F. D. Morgan
I. D. Merchant
V. E. Skoog
D. J. Barbee

VAB:1a

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 30, 1970

SUBJECT: Midland Information Area -
Trailer Sanitary Facilities

To: Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

I concur with the attached recommendation. With the ever-increasing numbers of such vehicles on our highways, I can't see how we can ignore this problem any longer.

David G. Talbot
State Parks Superintendent

DGT:jw

Attachment

RECEIVED
MAR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

☆KLAMATH COUNTY CHAMBER OF COMMERCE
323 MAIN STREET KLAMATH FALLS, OREGON 97601
TELEPHONE: AREA CODE 503 / 884-5193

March 25, 1970

Mr. John L. Gunter
District Maintenance Superintendent
Oregon State Highway Department
2557 Altamont Drive
Klamath Falls, Oregon 97601

Dear John:

The Recreation Council of the Klamath County Chamber of Commerce, at its regular meeting March 23, spent much of its meeting time discussing the problems of disposing the contents of trailer holding tanks. The increase in trailer use, coupled with the fact that only one such disposal area exists in the greater Klamath Falls area points up the critical nature of the problem. Inquiries at service stations, the chamber office - and undoubtedly your own office - indicate that the problem is going to get worse unless something is done to alleviate it.

On a motion by the council, we are writing you to see what the possibilities might be of including such a facility at the State Information Center being constructed on US 97 at Midland. This would give us two in the area. The council hopes that a third location might be found in the city or near suburban area.

Ease of directing tourists to such a facility is one of the most desirable attributes it can have. Because the State's Information Center will be a natural magnet for all tourists on US 97, because construction of the facility is just now getting under way, and because providing a holding tank disposal unit in the area is a critical need, the council hoped it might have the Highway Department's cooperation in this project.

Sincerely,

KLAMATH COUNTY CHAMBER OF COMMERCE

George

George T. Callison
Manager

GTC:bjc

SPECTACULARLY BEAUTIFUL CRATER LAKE NATIONAL PARK
LIES WHOLLY WITHIN KLAMATH COUNTY, OREGON

RECEIVED
APR 3 - 1970

FOR FILING

18-1143
7351

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
March 19, 1970

SUBJECT: Right of Way Status Report
Bid Opening
March 26, 1970

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

BIDS TO BE OPENED MARCH 26, 1970

NOTED
R. L. PORTER

KLAMATH COUNTY: Midland Information Center on The Dalles-California Highway about 8 miles south of Klamath Falls. State Project. Clear.

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc F. B. Klaboe
Floyd Query
L. H. Young
D. H. Moehring
H. S. Cox
K. A. Chatwood

RECEIVED
MAR 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

51

RECEIVED
MAR 4 - 1970
FOR FILING

18-1143
7351

Salem, Oregon
March 4, 1970

Executive Order No. 01-070-06

Mr. Forrest Cooper
State Highway Engineer

It appears that Section 2 of the Governor's recent Executive Order forbids staffing the following:

(1) Tugman State Park - new camp facilities

(2) South Newport State Park - new camp facilities

(3) Nehalem Bay State Park - new camp facilities

(4) Siskiyou Information Center

(5) Astoria Information Center

(6) Portland Information Center

It also casts doubt on the operation of much of the park system since we hire most of our field operations staff about May, which apparently is now forbidden.

Staffing the following projects upon completion seems to be forbidden by the Executive Order:

1.	Tolovana	toilet building	Clatsop County	June 4
2.	Valley of the Rogue	overnight camp	Jackson County	June 4
3.	Cove Palisades	building	Jefferson County	June 4
4.	Clyde Holliday	overnight camp	Grant County	June 4
5.	Farewell Bend	overnight camp	Baker County	June 4
6.	Champoeg	overnight camp	Marion County	June 4

7. Agate Beach toilet building Lincoln County June 4

8. D River bathhouse Lincoln County June 4

9. Midland Information Center - grading, paving, structure--proposed equipment rental on grading with formal bids on building. Immediately

10. Reservation system for parks (this involves added personnel, equipment, and telephone service). Immediately

11. Information system for tourists seeking park facilities (this requires added personnel, equipment, and telephone service). Immediately

12. Out-of-state travel to provide one person at our booth in the WACTI travel show. The booth is provided as part of our membership and if we do not staff the booth, the cost is wasted.

13. Beach vehicle control program -- signing, police patrol, access improvement.

14. The Environmental Control program -- this probably requires some form of contract which, to my knowledge, does not exist. It seems to fall under the "consultants" item in Section 2.

15. Employment of "Special Opportunity for Youth" teenagers.

Section 4 seems to contradict the requirements of Section 2 since General Fund monies are not at stake.

I would appreciate clarification of our position in regard to the foregoing matters.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter

RECEIVED
MAR 3 - 1970
FOR FILING

18-1143
7351

March 3, 1970

Oregon State Highway Commission

Gentlemen:

For some time there has been a need to establish a roadside safety rest area and information center on The Dalles-California Highway south of Klamath Falls. This would be in the Midland sector.

It is recommended that this project be undertaken as soon as possible so that it can be placed in use before the summer vacation travel. It is estimated to cost approximately $250,000 and could be placed on the current State Construction Program.

The matter will be on the agenda for the March 17 meeting and I recommend your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Lloyd P. Shaw
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
Dennis Clarke
J. F. Putnam
F. D. Morgan
L. H. Young
V. E. Skoog

RLP:ms sr

RECEIVED
APR 7 - 1970
FOR FILING

18-1143
7351

Salem, Oregon
February 27, 1970

Mr. V. E. Skoog
Mr. David G. Talbot
Mr. Dennis Clarke
Mr. Warren Gaskill

Midland Rest Area and
Information Center
Klamath County

We will proceed with the subject project on the following basis:

A formal equipment rental contract will be offered for bids at the earliest possible date, hopefully March 19. This will cover equipment and take care of grading and processing base rock after its delivery and spread in place on the project. Base rock will be obtained through a purchase contract handled by General Services.

Paving will be handled in a similar manner and the refuge lanes, parking areas, and curbs will be in service this season on or before June 1.

A contract for the two-building assembly, which we discussed February 26, will be put up for bids at the earliest convenient date and will be under construction during the tourist season this summer.

The Information Center will operate from a trailer of an "office" design which will be placed on the parking area and will be staffed by persons under Travel Director Dennis Clarke's supervision.

I have discussed financing with Mr. Skoog, who will provide Mr. Gaskill with an appropriate account number.

Arrangements for power, water supply, and mailing service should be cared for in the usual manner. Mr. Gaskill will see to these items.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1970

SUBJECT:

To: Mr. Lloyd Shaw
Asst. State Hwy. Engineer

BUILDING

In reply to your request, we have set up prefix 18-3913 for the construction of the Midland Information Center and Roadside Rest Area. When the office trailer house is purchased for a temporary information center, the cost should be charged to Major Class 33, using the park prefix where the trailer will be permanently assigned after the information and rest area buildings have been constructed.

V. E. Skoog
V. E. Skoog
Controller

VES:ms

cc: R. L. Porter
Warren Gaskill
Bill Monner
Frank Griffin

NOTED
LLOYD P. SHAW

RECEIVED
FEB 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 - 1970

FOR FILING

78-1143
7351

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 17, 1970

To: MEMO TO THE FILE

SUBJECT: Information Center - Midland
Klamath County

Chairman Glenn Jackson called at 2:15 p.m., February 17, inquiring as to our progress in regard to an information center south of Klamath Falls on US97. I told him we had the property but did not have sufficient funds to construct a building thereon.

He directed that we erect an A-frame structure and with state forces, construct sufficient approaches to the highway so that a facility could be placed in operation June 1.

I told Mr. Jackson we would have no problem with payroll since it would be paid in fiscal year 1971, but funds for the other components would be more difficult to arrange and we would probably have to scrounge some money from other sources.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
David G. Talbot
Warren Gaskill
Dennis Clarke

RECEIVED
JUN 19 1969
FOR FILING

18-1143
7351

Salem, Oregon
April 24, 1969

Mr. Earl F. Saling
Right of Way Office Manager

Midland Information Center
The Dalles-California Highway
13531 - RW 9349
41319 - RW 30694

Attached for further handling is a fully executed copy of a Roadway Easement to Everett L. and Patricia C. Leach and Donald W. and Beverly J. Clause covering the above-mentioned property.

We have retained a conformed copy of this easement for the Commission's files.

Floyd Query, Secretary

fkm
Attachment

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

April 10, 1969
Salem 10, Oregon

SUBJECT: From File 13531
To File 41319
Midland Information Center
The Dalles-California

To: Floyd A. Query
Secretary
State Highway Commission
BUILDING

On the March 11, 1969 Right of Way Resolution the Highway Commission approved the acquisition of 12.0 acres for the Midland Information Center, with an allowance for Mr. Leach to construct a road to the Lower Klamath Lake Highway. Part of the road will be on right of way we have acquired for this purpose, part across his own property and part across an old existing stock pile site.

To construct the road across the Northwesterly 60' of the stock pile site the State agreed to grant an easement to Everett L. Leach and Donald William Clause and their wives. The attached form bears the approval of the Staff Attorney, Chief Counsel and Assistant State Highway Engineer. When executed by the Highway Commission, please return the original to this office. You may retain the duplicate copy for your records.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AE/ba
Attachments

APPROVED BY HIGHWAY COMMISSION
DATE Mar. 11 1969 R/W Res page 37
Floyd Query
Secretary

NOTED
FLOYD QUERY

RECEIVED
JAN 20 1969

18-1143
7351

Salem, Oregon
December 30, 1968

Mr. G. B. Rohde
Chief Counsel

Files 41318, 41319, and 41320
Midland

The referenced files on which condemnation has been requested seem to have bogged into a state of inactivity. The problem is one of semantics; do we call it a rest area, an information center, a wayside, or whatever.

Apparently if your people can call it a State park, there is no question that we can get into court with our complaint; therefore, call it a park. It is smaller than we would like to have a camping facility but larger than Albert H. Powers Memorial State Park, Beachside State Park, Cline Falls State Park, Depoe Bay State Park, Devils Punchbowl State Park, and Sodaville State Park.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
F. C. McKinney
David G. Talbot
L. V. Koons

Livene

FORM [illegible] SP*23800-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

November 19, 1968

To: Mr. L. V. Koons
Deputy State Parks Supt.
BUILDING

SUBJECT: File Nos. 41318, 41319
and 41320
Midland Information Center
The Dalles-California
Highway
Klamath County

RECEIVED
NOV 1 9 1968
LEGAL & RIGHT OF WAY

NOTED
D. H. MC. NG

Please refer to my letter of September 26, 1968, in regard to legal necessity for the large area involved. We would appreciate a statement for our files that the Parks Division is prepared to justify the area as described.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:AB

cc F. B. Klaboe
G. E. Rohde
Armand Riveness ✓

JOHN – IS THIS ACTUALLY GOIN
TO BE ACQUIRED UNDER PARK
ACQUISITION STATUTES OR HIGHWA
STATUTES? HIS (KOONS) LAST REPLY WAS
"WAYSIDE REST AREA". THERE IS NO
AUTHORITY FOR SUCH A CONGLOMERA

FORM 6-30 (12-67)

RECEIVED
OCT 4 1968
LEGAL & RIGHT OF WAY

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1968

SUBJECT: File Nos. 41318, 41319 and 41320
Midland Information Center
and Rest Area
The Dalles-California Highway
Klamath County

To:
Mr. John Oakes
Assistant Right of Way Engineer
BUILDING

RECEIVED
OCT 4 1968
RIGHT OF WAY

This is in reply to Mr. Riveness' inquiry as to why as extensive area as requested is necessary for this type of development. The project will be a combination of a wayside rest area and information center.

Additional land to provide access to property which is landlocked by our purchase of their present access is necessary.) 1 ACRE OUT OF 25

11/6/68
KOONS SAYS IT WILL BE REST AREA – NOT PARK WAYSIDE
R/W PARK
(R)

L V Koons
L. V. Koons, Deputy
State Parks Superintendent

LVK:dw

cc: Lloyd Shaw

REFERRED 10/3/68.
TO Riveness
FOR Information

PLEASE REPLY BY
JOHN R. OAKES

NOTED
JOHN R. OAKES

RECEIVED
SEP 30 1968
FOR FILING

18-1143
7351

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
September 26, 1968

SUBJECT: File Nos. 41318, 41319 and 41320
Midland Information Center
The Dalles-California Highway
Klamath County

To: Mr. L. V. Koons
Deputy State Parks
Superintendent

BUILDING

I am attaching a copy of a letter from Mr. Riveness in regard to the purchase of the property required for the above center. Since receiving the letter I have explained to Mr. Riveness that this project should be correctly labeled "Midland Rest Area and Information Center."

Mr. Riveness also brings up the point that we may have trouble justifying the purchase of 25 acres when so many of our rest areas are on a much smaller right of way.

We would appreciate your investigating the statements made by Mr. Riveness and letting us know what action you wish us to take.

G. E. ROHDE
Chief Counsel

NOTED
F.B. KLABOE

John R. Oakes
Assistant Right of Way Engineer

JRO:DH
Encl.

cc F. B. Klaboe
G. E. Rohde
A. L. Riveness

RECEIVED
SEP 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Legal and Right of Way Division

INTER-OFFICE COMMUNICATION

To JOHN OAKES

From A. RIVENESS

File No. 41318 - 20

Date 9-25-68

Subject

HAS YOUR LETTER OF AUG. 15, 1968 TO MARK ASTRUP BEEN ANSWERED YET? ALSO WERE WE NOT TO GET PLANS FOR THIS THING?

Astrup

A

RECEIVED
AUG 20 1968
FOR FILE

18-1143
7351

SP*23611-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1968

SUBJECT: Files Nos. 41318, 41319 and 4130
Midland Information Center
The Dalles-California Highway
Klamath County

To: Mr. John R. Oakes
Assistant Right of Way Engineer
Building

Your letter of August 15, subject as above, has been discussed with Mr. Klaboe. He is reluctant to condemn this property and dispossess an old couple. Therefore no action, other than to cancel the subject files, should be taken.

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc F. B. Klaboe ✓
F. D. Morgan

RECEIVED
AUG 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
AUG 20 1968
[illegible]

18-1143
7351

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 16, 1968

SUBJECT: Midland Information Center
The Dalles-California Highway
Klamath County

To:

MEMO TO THE FILES

NOTED
F. B. KLABOE

Our earlier memorandum of this date was in error. The proposed right of way acquisition for the above information center is not cancelled.

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:DH

cc: F. B. Klaboe
G. E. Rohde
D. J. Barbee
A. L. Riveness
Mark Astrup
J. F. Putnam
H. G. Brainerd

RECEIVED
AUG 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 19 1968
FORM E-30 (12-67)

18-1143
7351

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 16, 1968

SUBJECT: Midland Information Center
The Dalles-California Highway
Klamath County

To:

MEMO TO THE FILES

Mr. Astrup answered my letter of August 15, 1968, orally to the effect that the proposed right of way acquisition for the above information center will be cancelled.

John R. Oakes
Assistant Right of Way Engineer

JRO:DH
F. B. Klaboe
cc: G. E. Rohde
D. J. Barbee
A. L. Riveness
Mark Astrup
J. F. Putnam
H. G. Brainerd

F. B. KLABOE

RECEIVED
AUG 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1968
FORM E-30 (12-67)
FOR FILING

78-1143
7351

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
August 15, 1968

To: Mr. Mark Astrup
Landscape Engineer

BUILDING

SUBJECT: File Nos. 41318, 41319 and 41320
Midland Information Center
The Dalles-California Highway
Klamath County

I am attaching a copy of a letter from Mr. Riveness in regard to the purchase of the property required for the above center. Since receiving the letter I have explained to Mr. Riveness that this project should be correctly labeled "Midland Rest Area and Information Center."

Mr. Riveness also brings up the point that we may have trouble justifying the purchase of 25 acres when so many of our rest areas are on a much smaller right of way.

We would appreciate your investigating the statements made by Mr. Rivenesa and letting us know what action you wish us to take.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DM
Encl.

cc: F. B. Klaboe
G. E. Rohde
A. L. Riveness

RECEIVED
AUG 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 30M 7-64 SP*6220-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1968

SUBJECT: File Nos. 41318, 41319 and 41320
Midland Information Center

To: D. H. MOEHRING
Right of Way Engineer

BUILDING

The above captioned files have been sent to my office for the purpose of a condemnation resolution. The purpose of the acquisition as indicated by the file is for an information center. No specific statute exists for the State Highway Commission to condemn property for information centers. The approach we will have to use is in widening the section of highway involved with an including clause to set out the purpose of the taking for an information center.

In looking at the files I note, however, that approximately 25 acres is being acquired for the information center. Should any one of these nonconsenting grantors wish to challenge necessity, it would seem that 25 acres would be more than adequate for quite a few information centers. In order that we may not be caught without some indication as to the necessity for acquiring these properties, will you please have the files documented with written information from the appropriate highway official as to the necessity for acquiring the large area of property involved for this information center. This will then give the trial attorney some basis for defending our position as to the necessity of the acquisitions should a challenge be made.

A. L. Riveness
A. L. RIVENESS
Staff Attorney

RECEIVED
AUG 14 1968
RIGHT OF WAY

ALR:al

cc G. E. Rohde
Frank C. McKinney

NOTED
JOHN R. [illegible]

FORM E-30 (12-67)

RECEIV
JUL 1 - 1968

18-1143
4351

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 27, 1968

SUBJECT: File Nos. 41318, 41319, 41320
Midland Information Center
The Dalles-California Highway
Klamath County

To: Mr. H. C. Brainerd
District Right of Way
Supervisor

BEND

Mr. Lloyd Shaw has approved resuming negotiations for the remaining three files on this project.

John R. Oakes
Assistant Right of Way Engineer

JRO:DH

cc: Lloyd Shaw
L. H. Young
G. E. Rohde
M. R. Mitchell

RECEIVED
JUN 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 2 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

18-1143
7351

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 16, 1967

Harolds Club
236 N. Virginia Street
Reno, Nevada

File No. A1316
Midland Information Center
The Dalles-California Highway
Joseph E. Frost, et ux

Attention: Mr. Robert A. Griffith
Hwy. Advertising Supervisor

Dear Mr. Griffith:

The Oregon State Highway Commission has acquired all the property of Joseph E. Frost, et ux, in Block 11, Town of Midland in Klamath County, Oregon. The deed for this property, dated November 2, 1967, was recorded as document #18125, Klamath County Deed Records, Book M67, Page 8606 on November 6, 1967. The State as owner of all the property becomes owner of the sign lease, as successor to Mr. and Mrs. Frost.

This is formal notice that under the terms of your lease, the lease is cancelled as of ninety (90) days from the date of this letter.

However, since the State has not programmed the construction of Midland Information Center, for which this and other property is being acquired, it is possible that Harolds Club may obtain a revocable lease to leave the sign in place for some months, with the understanding that it would be removed by Harolds Club before the property is needed for the construction of the Information Center. If Harolds Club is interested in a permit or revocable lease, they should contact the State Highway Property Manager, Mr. W. H. Haskin, Room 120, State Highway Building, Salem, Oregon 97310.

As you have previously been advised, the Highway Department, under the terms of the lease, cannot pay a moving allowance. We are returning the Conveyance of Sign Rights "Moving" you signed on October 11, 1967. You may dispose of this as it was never presented to the Highway Commission.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

EARL F. SALING
Right of Way Office Manager

RECEIVED
NOV 1 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

EFS:jm
enc. Conv. of Sign
Rights

cc: Lloyd Shaw
E. M. Moehring
W. H. Haskin
Harold Brainerd

NOTED
LLOYD P. SHAW

A

RECEIVED
JUL 7 - 1967
FOR FILING

18-1143
7351

SP*19887-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1967

To:

Mr. James Putnam, Division Engineer
P. O. Box 1249
Bend, Oregon

SUBJECT:

File #41319
Midland Information Center
Klamath County

Right of Way Agent Daly has informed us that we have run into difficulty in the acquisition for the Midland Information Center. It seems that there is an access road which runs from Highway 97 through the approximate center of land selected that serves the property lying east of our proposed site.

Mr. Shaw has requested that we ask if you could have one of your Resident Engineers look the situation over and see if we could provide access, which would not cut the information site in two.

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

LVK:jbk

cc: Lloyd Shaw ✓
Dave Moehring
William Daly

RECEIVED
JUL 1967
OFFICE OF
STATE HIGHWAY ENGINEER

c

RECEIVED
APR 7 - 1970
FOR FILING

18-1143
7351

Salem, Oregon
October 4, 1966

Proposed Information Center
Site South of Klamath Falls

Mr. J. F. Putnam
Division Engineer
Bend

We have tried to find a tract of land south of Klamath Falls abutting the easterly side of US97 for an information center site.

Until about one week ago, we thought we had a suitable site in mind; however, it now appears that the Tulana Farms Company is planning to establish a large feed lot immediately across the highway from the proposed site. Since the Worden country has little enough to recommend it in the first place, this development on the part of the Farms Company is the straw that breaks the camel's back.

It now appears that we would be better advised to consider a location farther north. At one time, I had thought that a tract of land south of Miller Road near Midland would be acceptable if there were no problems in regard to re-establishment of irrigation ditches and similar utilities.

It has been our thinking that a strip of land about 500 feet in width, in addition to the present right-of-way width, would be the acceptable minimum. Also, it appears that a length of about 3,000 feet would permit exit and entrance ramps and sufficient parking space in the information center.

Will you please have someone provide us with the necessary information to work up right-of-way descriptions for a taking at Midland or, if you know of some other likely site, delay the Midland project until the alternate can be investigated.

I am enclosing copies of pertinent correspondence which you may find to be of service in regard to this matter.

LPS:ajw
Attachments
cc Forrest Cooper
R. L. Porter
David G. Talbot
L. V. Koons

Lloyd P. Shaw
Assistant State Highway Engineer

October 4, 1966

Mr. Frank Ganong, Member
Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon

Dear Frank:

I certainly appreciate your investigating the Tulana Farms feed lot situation south of Worden. I would hate to put an installation of the type we are contemplating across the highway and probably downwind from such an operation.

I agree with you that the most sightly and, in many other respects, the most desirable location is at the state line; however, as we indicated to you at an earlier date, it would be necessary to four-lane a section of the highway. The four-laning appears to be out of the question budget-wise and, short of annexing a portion of California, it would be difficult to sign a project properly at this location. For these reasons we are about to give further consideration to the Miller Island Road intersection area.

I strongly suspect we will be asking you for more assistance as this project develops. In the meantime, thank you very much for your help with the Worden location.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
David G. Talbot
J. F. Putnam

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE - KLAMATH FALLS, OREGON

September 23, 1966

Mr. Lloyd Shaw
Assistant Highway Engineer
State Highway Department
Highway Building
Salem 10, Oregon

Dear Lloyd:

I talked to Dick Henzel, owner of Tulana Farms, today about his plans for the area around the proposed location of the information center.

He confirmed the story you had heard that Tulana intends to establish a new feed lot across the highway from the location you are considering.

I am enclosing a map of the area showing the approximate location and size of the present feed lot just north of the site and also the approximate size and location of the new lot.

You will notice the new lot will be a very large operation. Mr. Henzel told me that he would not oppose the establishment of an information center at the proposed site, but under the circumstances he doesn't think it would be a good site.

I know it is desirable to locate such a facility as close to the State Line as possible. However, once you leave the high ground at the State Line with respect to the northbound traffic on #97 you have a captive audience at least until you reach the #66 - #97 junction. I doubt that anything but local traffic would turn out on the various intersections between these two points.

The southeast corner of the Miller Island Road intersection with #97 was one of the sites you had under consideration. If you must eliminate the high-ground location at the State Line, then in my opinion the Miller Island Road site would be the best.

However, I wish more consideration could be given to the State Line site. When we talked about this some time ago, you said that the concern was with the sight distance for southbound traffic wishing to turn left into the facility and that if you could keep them from turning left it would be all right.

Why not do just that? Why not put a concrete divider there making left turns impossible? Determined southbound visitors and maintenance personnel would only have to go 3/8 of a mile further to the State Line Road intersection to make a safe left turn on an existing intersection and an easy return to the information center which is, after all, specifically for the use of northbound traffic.

NOTED
LLOYD A SHAW

This scheme, coupled with the installation of minimum toilet facilities on the land under the same ownership on the west side of the highway for the use of southbound traffic, would seem to me to be worth some consideration.

I hope I don't sound too much like a self-appointed expert on highway engineering. My problem is that I am so pleased with the advantages of that high ground as contrasted to all other possible locations that I hate to see it ruled out if some solution can be found to its deficiencies. Don't hesitate to tell me to keep my bazoo out of your business if this scheme seems too farfetched.

Best regards,

Frank

Frank

FFG:vr
Enclosure - I

RECEIVED
SEP 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

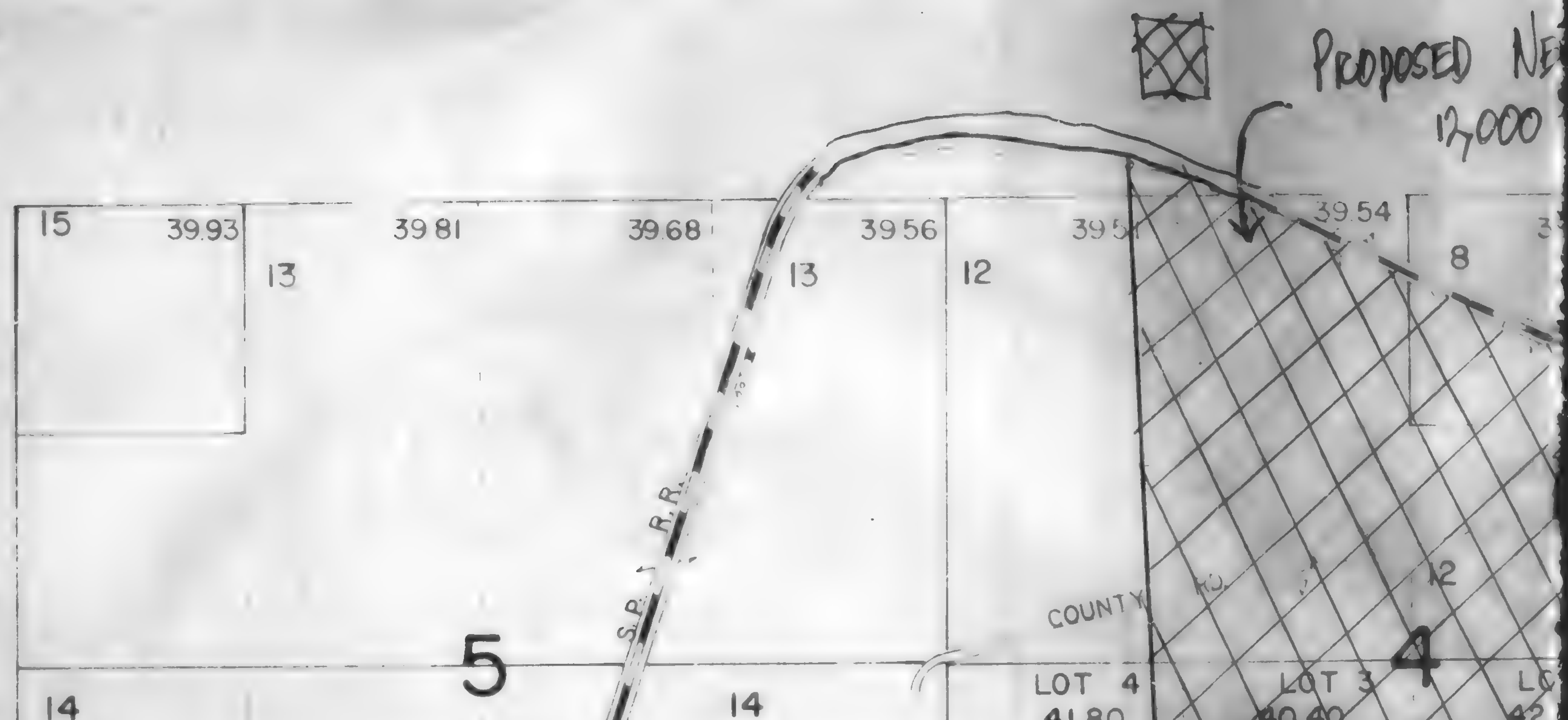
RECEIVED
SEP 26 1966
OREGON
STATE HIGHWAY COMMISSION

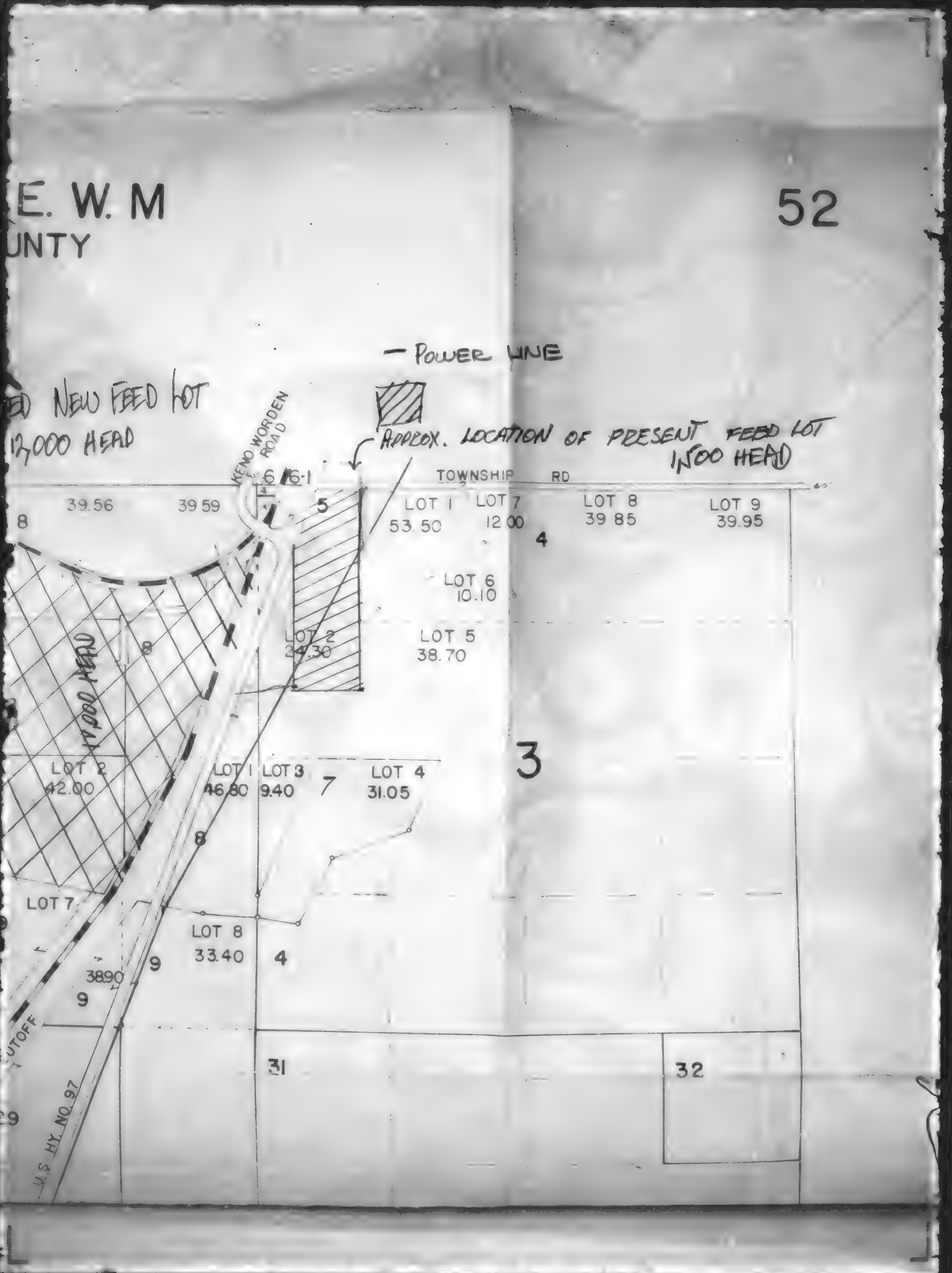
8

T. 41 S. R. ~~8~~ E. W

KLAMATH COUNT

1"=1000'




E. W. M
UNTY
52
- POWER LINE
ED NEW FEED LOT
12,000 HEAD
APPROX. LOCATION OF PRESENT FEED LOT
1,500 HEAD
KENO WORDEN ROAD
TOWNSHIP RD
6
6-1
5
8
39.56
39.59
LOT 1
53.50
LOT 7
12.00
4
LOT 8
39.85
LOT 9
39.95
LOT 6
10.10
LOT 2
24.30
LOT 5
38.70
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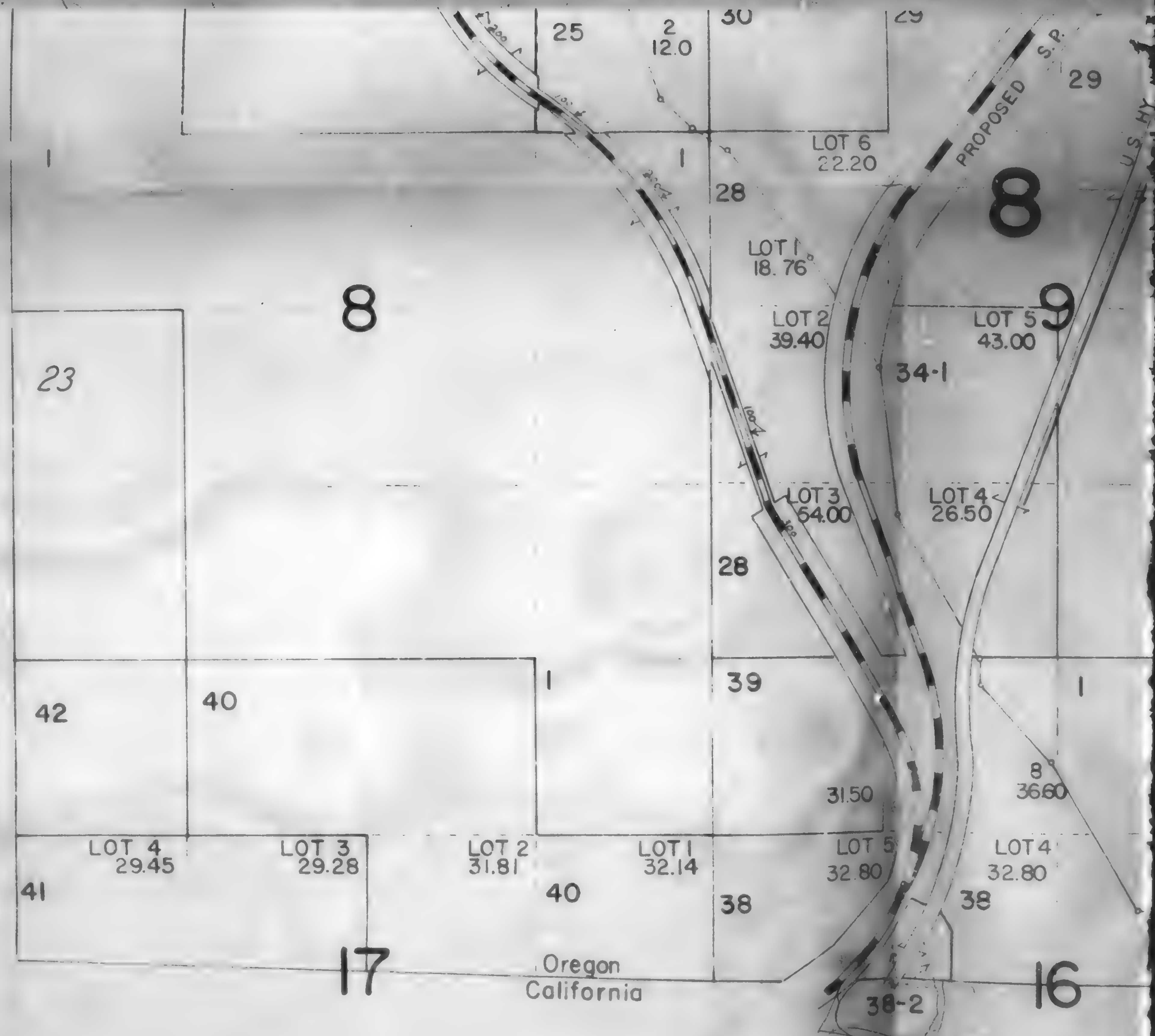
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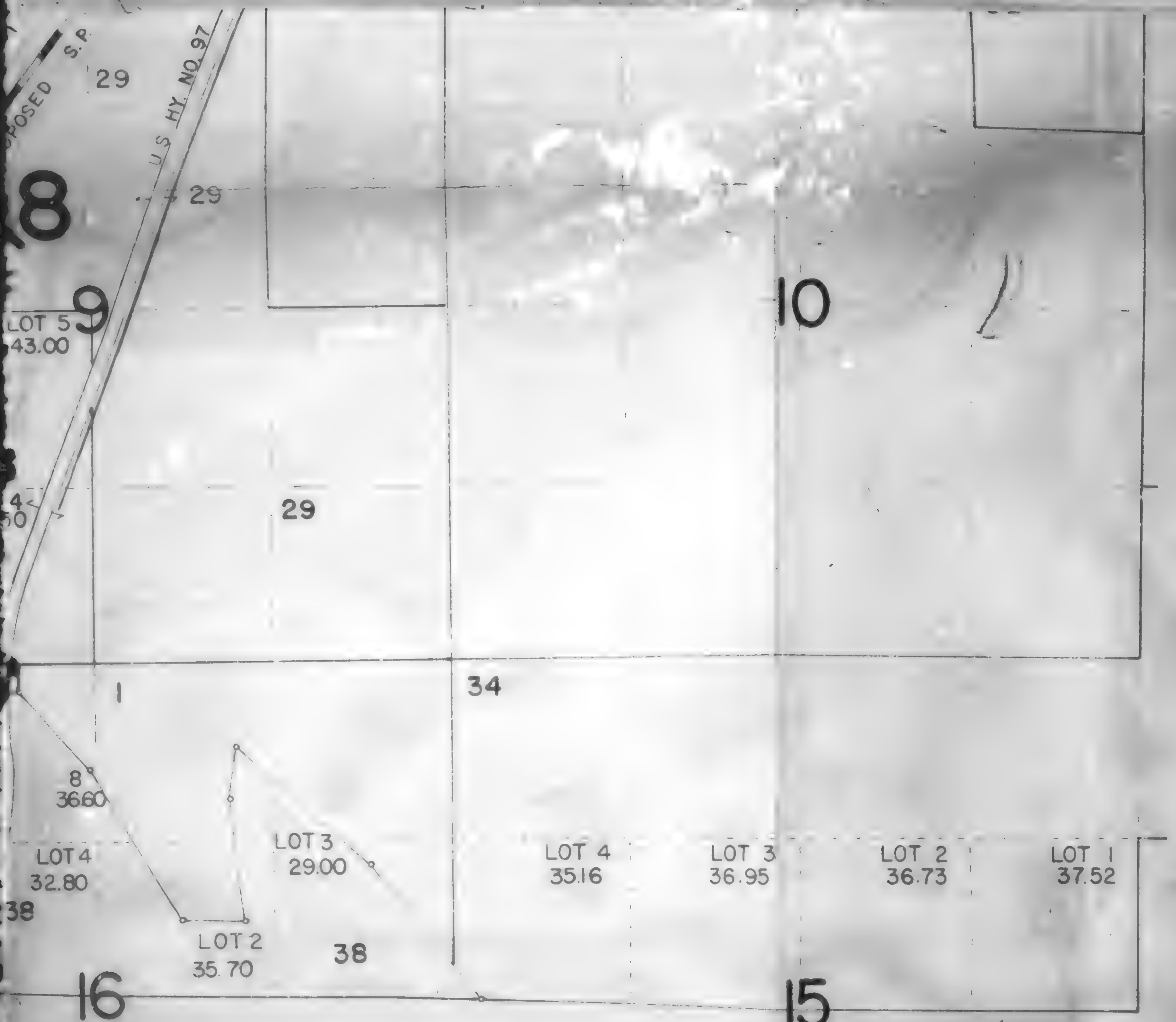

WILLIAM TUBACH — ASSESSOR

Don Gray 8-24-65

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APR 7 - 1970

FORM 2-30X—30M—2-66 SP*23500-734

FOR FILING

18-1143
7351

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
September 14, 1966

To: Mr. L. P. Shaw
Asst. State Hwy. Engr.
Salem, Oregon

SUBJECT: Proposed Rest-Information Area
M. P. 289.8
The Dalles-California Highway
Klamath County

Enclosed herewith is a sketch map and plotted cross-sections showing the relation of the proposed subject rest area and information center to the highway, topography of immediate and surrounding area and 1000 foot acceleration and deceleration lanes in addition to a southbound left turn refuge for traffic control and safety.

It is proposed that the northerly boundary of site be established at right angles to Highway Station 652+50 and the southerly boundary be established at right angles to Highway Station 667+50 for the following reasons:

1. Provides that entire area of proposed site will be on ground of uniform contour and be utilized with a minimum amount of development.
2. Leave room south of site for proposed ultimate plans by the Klamath Drainage District to construct a canal to the north of the 1872 Meander Line with a proposed crossing near Station 670+00. Culvert for this canal has been installed under the newly revised S.P.R.R. as shown on the sketch map. Southerly boundary established at Station 667+50 allows a minimum width of 255 feet for this future development.
3. Controversy of ownership concerning Lot 8 of Section 4 and because of discrepancies between the Meander Line of 1858 and the Meander Line of 1972—uncertainity as to which line takes preference for property boundaries.
4. Legal description of Lot 1 of Section 4 to Daniel L. Gordon not available at Klamath County records (Estate of Daniel L. Gordon to Tulana Farms state all of Lot 1 for description). Original deed description contained on certification #469 per Homestead Act of May 20, 1862, dated June 30, 1894, Deed Record Volume 1, Page 442 of General Land Office.

Acceleration and deceleration lanes as shown on sketch can be constructed (1½-1 slopes with drainage ditch) within existing right of way beyond limits of the proposed site. However if deceleration lane is revised to the south additional right of way would probably be required.

Original to Sachel
with map + cross sections
9-16-66

4. As an item of information the Klamath Drainage District hopes to gain control of property inside of Meander Line (to south of Meander Line shown on sketch map) for agricultural purposes through the development of irrigation and drainage ditches. Also, Tulana Farms have ultimate plans for a large cattle feed lot located west of the highway (and west of the Southern Pacific Railroad). The northerly boundary of the feed lot will be opposite Highway Station 637± and the southerly boundary will be opposite Highway Station 672± and will extend approximately 4000 feet to the west from the Southern Pacific Railroad. This proposed feed lot could develope into an offensive atmospheric aromatic condition in vicinity of proposed rest area and information center site.

W. Reid Meritt
Resident Engineer

By Roger C. Lang
Roger C. Lang
Asst. Res. Engr.

cc: Mr. J. F. Putnam

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APR 7 - 1970
FOR FILING

18-1143
7351

Shaw

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1966

SUBJECT: Site for Information Center
Klamath County

To:

Mr. W. Reid Meritt
Resident Engineer
P. O. Box 1090
Klamath Falls, Oregon 97601

Mr. L. P. Shaw has requested me to write you for further assistance in the location of a site for an Information Center south of Klamath Falls.

We would like to have a copy of the tax map showing ownership of the property at M.P. 280.4 (previously listed as 279.1) and 289.6.

It would be appreciated if you would indicate on the map at M.P. 289.6 the approximate location of the pole where the power line starts to diverge from the highway right of way.

Any expenses incurred can be charged to 5041-900.

Thanks very much.

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl

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FORM E-20 50M 10-65 SP*23401-734

18-1143
7351

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1966

SUBJECT: Klamath Falls-State Line
US97 Information Site

To: MEMO TO THE FILE

The following observations were made the evening of July 27:

Construction of a safe entrance on the east side of US97 near the California line does not appear practical. Sight distance, both horizontally and vertically, is too limited. Near the line the ground falls too rapidly to the east, north of a point 1300 feet from the line.

An area approximately one mile south of the grain elevator, which is also south of the settlement of Worden (approximately M.P. 289.6), appears to be satisfactory from a construction and sight distance point of view. It is a flat, relatively barren, unattractive piece of land. The surrounding flat land which is roughly two feet lower in elevation appears to be alkali and a source of potable water might be a problem.

East of the highway, north of the grain elevator in Worden and at the site of a store and service station, lies the most attractive piece of ground between Midland and the Miller Lake area. There is a fair stand of green trees and brush which is now developed as a private park. Right-of-way costs would be prohibitive. The area should not be considered seriously.

North of Miller Road and south of the viaduct over the Southern Pacific railroad at approximately M.P. 280.4 is a flat, apparently firm tract of ground east of the highway which provides good sight distance. It has a reasonably attractive local view and probably is as favorable as any from this point south. Also, it appears there may be a source of potable water. There are evidences in this vicinity of wells being used for potable water sources. Cost of land at this point may be a factor against this site.

These sites were inspected by Messrs. Talbot, Zimmerman, and Shaw.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
David G. Talbot

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FOR FILING

18-1143
7351

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1966

SUBJECT: Proposed Information Center
Site south of Klamath Falls

To:

Mr. John R. Oakes
Assistant Right of Way Engineer
BUILDING

We have been investigating sites south of Klamath Falls on Highway 97 for the location of a visitors' center and rest area. Two sites have been selected, one at M.P. 279.1 and the other at M.P. 289.6.

An estimate of land values at each site is necessary. Will you have Harold Brainerd's office attend to this as soon as possible as this matter has become one of some urgency.

Attached are photographs and descriptions prepared by Resident Engineer, Reid Merritt, which might be of some assistance in making the estimates. May we have them returned for our files.

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl
Attachments

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APR 7 - 1970
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c

Salem, Oregon
August 2, 1966

Proposed Information Center Site
South of Klamath Falls

Mr. David G. Talbot
State Parks Superintendent

Attention: L. V. Koons

I am attaching a copy of a letter and attachments from W. Reid Meritt, Resident Engineer, which deal with the proposed information site south of Klamath Falls on US97.

Mr. Meritt recommends, first, an area which would involve purchase of a store and service station. Unless orders are received from on high to the contrary, we will not go into this site further.

His second choice is south of Worden, and the third he mentions is near Midland.

Will you please have the Right of Way Division make an estimate of the areas at each of the two sites which at present are designated at approximately M. P. 289.6 and M. P. 280.4. Enough property should be considered at each point to provide adequate entrance and exit facilities and area for parking and building construction. While investigating the price angle, it would be well to collect any data available on the potable water supply at each site. As you know, this matter has become one of urgency and we should pursue it with some diligence.

Will you please keep me advised of the progress made.

Lloyd P. Shaw
Assistant State Highway Engineer

Attachments
LPS:mjw
cc Forrest Cooper
R. L. Porter

Salem, Oregon
August 2, 1966

Mr. Reid Meritt
Resident Engineer
Klamath Falls

This is to thank you for your very prompt action in inspecting, photographing, and recommending rest area sites on The Dalles-California Highway south of Klamath Falls.

During the Park Advisory Committee tour, Mr. Talbot, Mr. Zimmerman, and I were able to make a brief evening inspection of the entire Keno-to-state-line section. We feel that the choice lies between the Miller Lake sagebrush flat and the area north of Midland, but south of the railroad overcrossing.

Property values will no doubt influence final choice and we are taking steps to have appraisals made as soon as possible. For reasons of cost and probable conflict of local interests we will not pursue consideration of the area at Worden, although it is without question the only sightly area other than that at the state line.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajv

FORM E-29 50M 3-63 40607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
July 27, 1966

SUBJECT: Proposed Information Center and
Rest Area Site
The Dalles-California Hwy.
Klamath County

To: Mr. L. P. Shaw
Asst. State Hwy. Eng'r.
Salem, Oregon

With reference to previous telephone conversations, herewith are photos taken of areas under consideration for proposed information center and rest area on the The Dalles-California Highway south of Klamath Falls which I hope may be of some assistance to you.

It is suggested that first consideration be given to site east of highway immediately south of Worden (M.P. 288.5 to M.P. 288.75). This is the only area with any natural growth of trees. I felt that it was adviseable that no contacts be made with property owners at this time but it would appear that tables and chairs existing in grove of trees may have been set up by proprietor in Worden Store and that there is possibility that they would be receptive to further development and maintenance by State, if for no other reason than an anticipation of additional business.

Second area which I would recommend for consideration is southerly portion of area east of highway between M.P. 289.4 and M.P. 289.9. This area is covered with sage brush and greasewood but relation to highway grade and access possibilities are favorable.

Area between M.P. 291.1 and M.P. 291.4 is not recommended because of relation to highway grade and access.

Areas immediately north and south of Midland would be suitable and comparable to area between M.P. 289.4 and M.P. 289.9 as concerns relation to highway grade and access but again no natural growth for rest area is available. State owns some areas on west side of highway between highway and railroad but it is felt that proposed development should be on east side of highway. Also it is felt that the Midland area would be too far notth and that land costs would be higher.

No other areas south of Klamath Falls which I feel would be adaptable.

W. Reid Meritt

W. Reid Meritt
Resident Engineer

cc: Mr. J. F. Putnam

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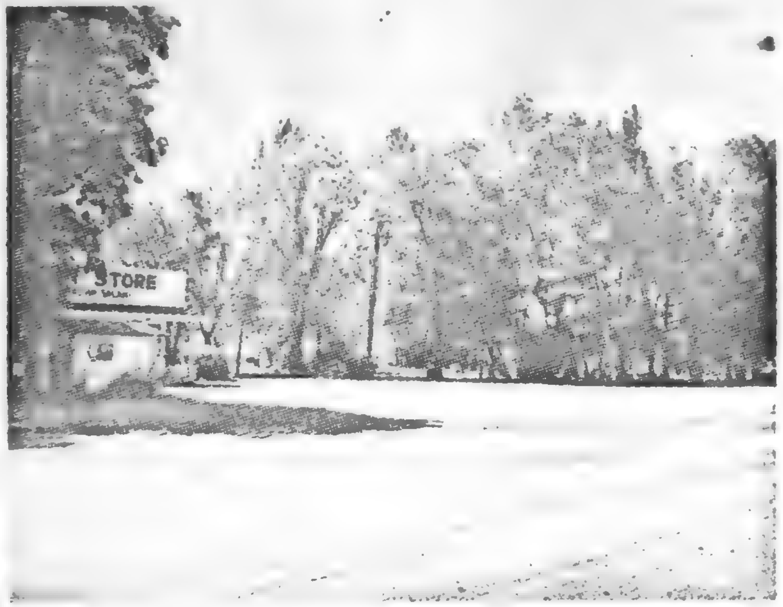
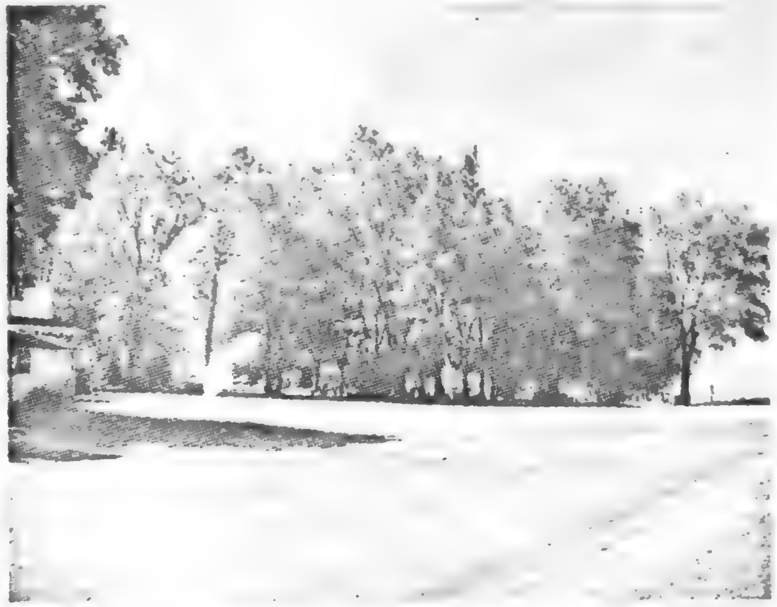
JUL 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1966
OREGON
STATE HIGHWAY COMMISSION



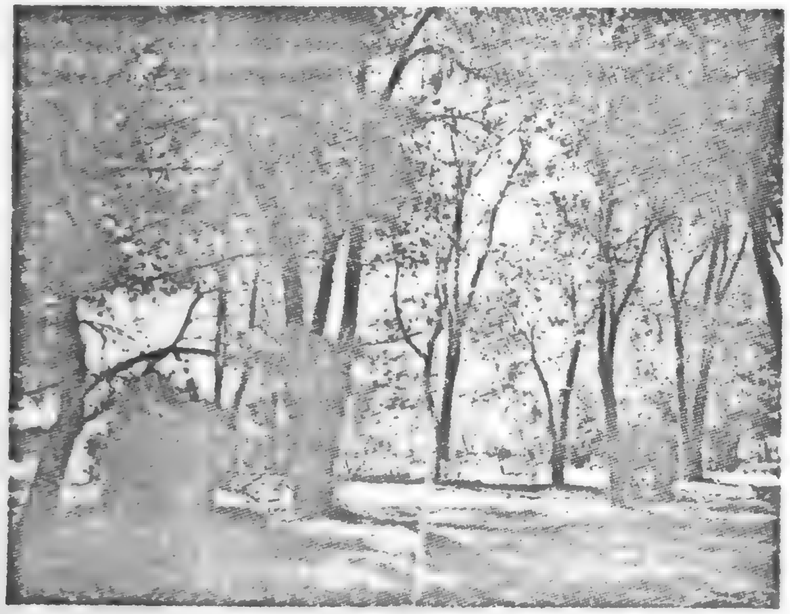
SE MP 288.5



SE MP 288.5

The Dalles-California Hwy
Klamath County

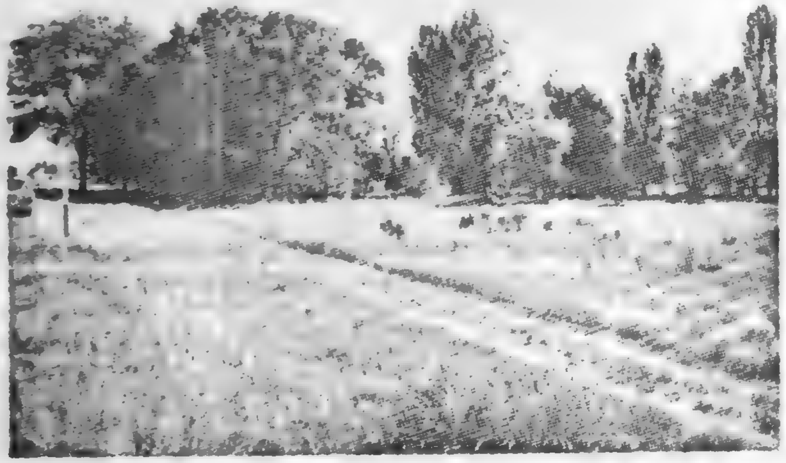
ABOVE: Views southeasterly from M.P. 288.5 at grove of Trees immediately south of store at Worden.



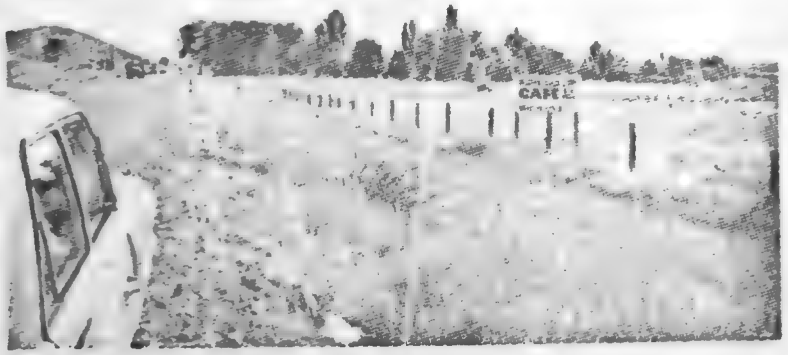
E-MP 288.57

LEFT: View to East from M.P. 288.57 into grove of trees immediately south of store at Worden.

The Dalles-California Hwy.
Klamath County

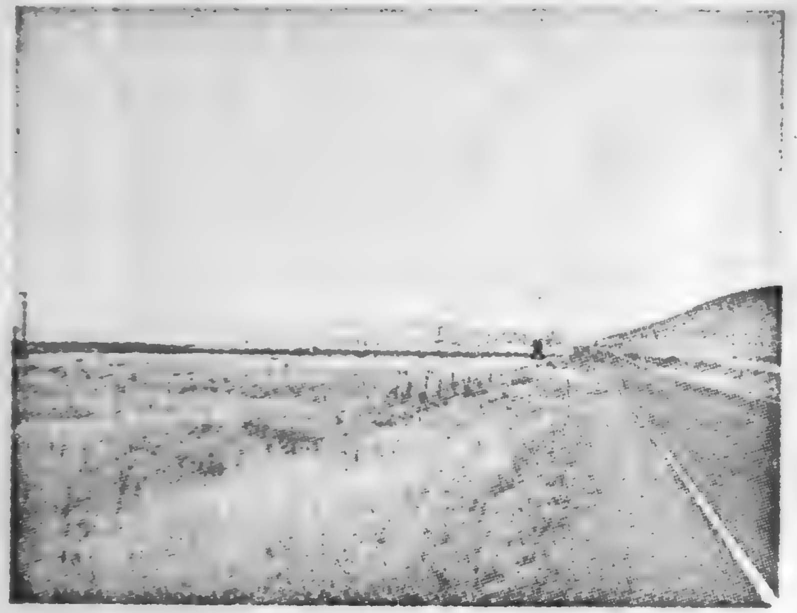

N. M.P. 288.60

View looking north from M.P. 288.60 at area east of highway immediately south of Worden



N. M.P. 288.75

View looking north from M.P. 288.75 at area east of highway immediately south of Worden. Area east of highway varies 0-8 ft. below hwy. Ground at Cafe sign 4-5ft. below highway grade.



S-M.P. 289.43

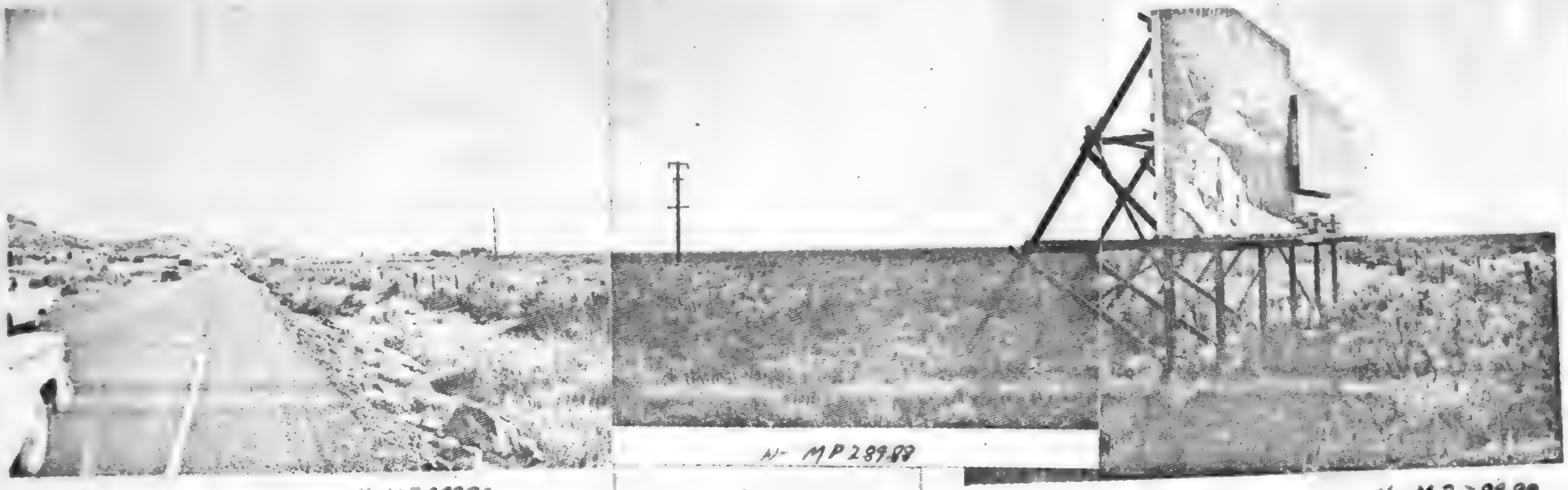
The Dalles - California Hwy
Klamath County

View looking south from M.P 289.43 over area east of highway back to M.P. 289.9 from which photos on following sheet were taken.

Cattle feed lot lies immediately north of point from which this photo was taken and is recommended that any site considered for information center and rest area within above M.P. limits be nearer to M.P. 289.9.

Area east of highway approx. 3 ft. below highway grade.

Red + on photo at approx. M.P. 289.9 from which follow. photos were taken.



N-MP 289.88

N- MP 289.88

N- MP 289.88

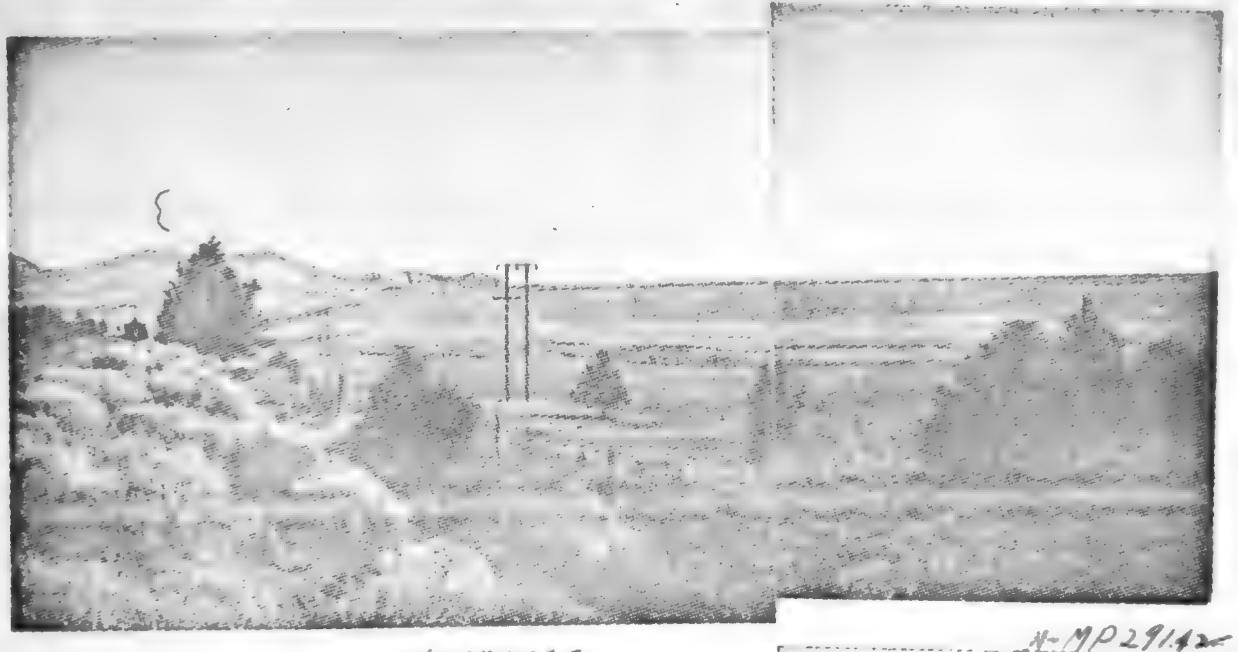
N- MP 289.9

The Dalles-California Hwy
Klamath County

LEFT: Looking North from M.P. 289.9

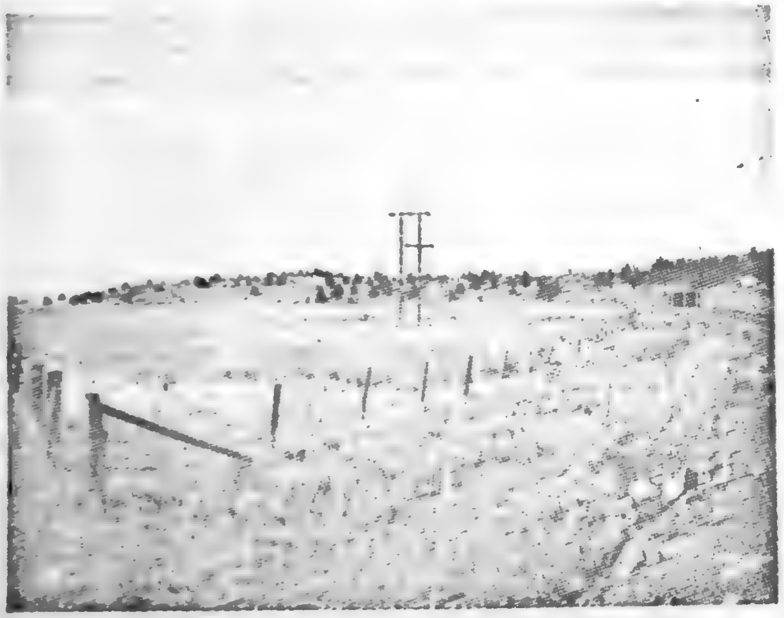
ABOVE: Attempt to show panoramic view from north to east of area east of highway as viewed from M.P. 289.88 (approx. 100' north of point from which picture at left was taken)

Ground level of area east of highway is approx. 3 ft. below highway and 3-5 ft. above lakebed south of this point. This area would be above water level in lower area to south. Picture on previous sheet taken from approx. point of red + on photos.



N MP 291.42

N-MP 291.42



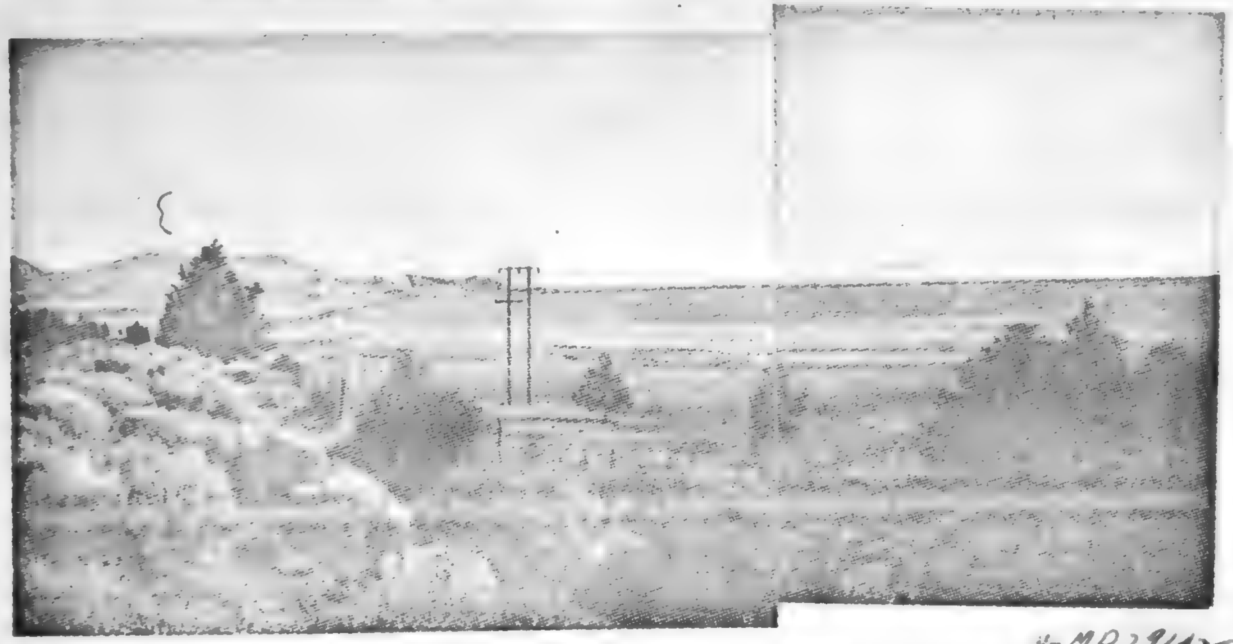
S-MP 291.11

The Dalles-California Hwy.
Klamath County

ABOVE: View looking north from M.P. 291.42 — approx. center of curve right north of Calif. State Line. Area to east considerably lower than hwy.

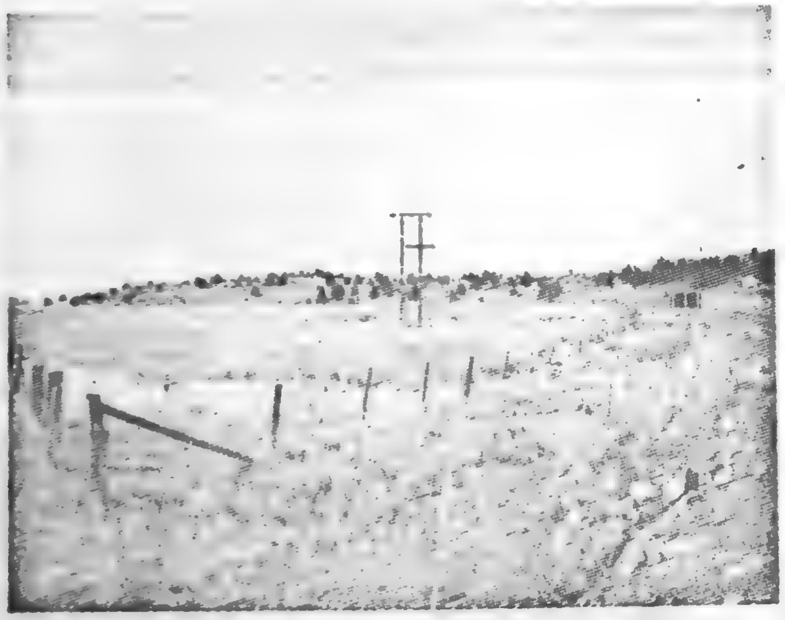
LEFT: Looking south from M.P. 291.11. Area to east 8-
ft. below hwy.

Points from which pictures were taken as shown by respective red + on photos.
Would not recommend area between these limits for information center and rest area site.



N MP 291.42

N-MP 291.42



S-MP 291.11

The Dalles-California Hwy.
Klamath County

ABOVE: View looking north from M.P. 291.42 – approx. center of curve right north of Calif. State Line. Area to east considerably lower than hwy.

LEFT: Looking south from M.P. 291.11. Area to east 8-
ft. below hwy.

Points from which pictures were taken as shown by respective red + on photos.
Would not recommend area between these limits for information center and rest area site.

July 26 NOTE:

A report of the sites was given to Mr. Cooper on July 25. He went over the report plus the traffic photographs and finally asked that the site south of Warden in the Miller Lake area be investigated further. By telephone, Reid Merritt was requested to make this investigation, July 25.

Salem, Oregon
July 15, 1966

Information Center South
of Klamath Falls

Mr. David G. Talbot
State Parks Superintendent

I was advised July 14 that it is the wish of the Highway Commission that we proceed with all haste to obtain property and construct an information center south of Klamath Falls on US97.

The property negotiation has been under way for some time. A building should be designed immediately and in making the design, please be advised that it is to have greater capacity than the present Siskiyou Station and should not be less than a "double four-holer".

A copy of this letter is directed to Mr. Astrup, who will take note of the capacity design which has been established. This should apply as a minimum facility on future interstate projects, as well as State jobs.

Also, you may recall at an earlier date it had been directed that future designs for information buildings be expanded so that the center portion of the building would provide some storage for brochures and other hand-out material, and a minimum sleeping accommodation area so that a man can be kept on the premises on a 24-hour basis.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
Mark Astrup

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Salem, Oregon
July 18, 1966

Klamath Falls Information Center

Mr. Tom Edwards
Assistant State Highway Engineer

In line with the recent order to expedite construction of an information center on US97 south of Klamath Falls, a design for a suitable building will be needed.

The Ashland building has been criticized as too small. The Klamath building, if constructed as a "double-fourholer", should be adequate but should also be lengthened to provide a small storage room and sleeping quarters for one person. Expansion of plans for the Ashland building, five foot laterally and ten feet in length, should be acceptable.

I will appreciate the Bridge Division undertaking design of the building as promptly as possible.

Lloyd F. Shaw
Assistant State Highway Engineer

LFS:ajw

cc Forrest Cooper
R. L. Porter
David G. Talbot

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MAR 4 - 1966

FOR FILING
18-1143

7351

March 2, 1966

The Honorable Robert E. Veatch
Mayor of the City of Klamath Falls
Post Office Box 1200
Klamath Falls, Oregon

Dear Mayor Veatch:

Thank you for your letter of February 24 in regard to the possibility of incorporating State funds into the Chamber of Commerce program for creation of an information center manned by the Chamber of Commerce staff.

Apparently there is some misunderstanding of the pattern which will be followed in setting up State information centers. They are to be of the port-of-entry type, located, if possible, where all incoming drivers would be aware of their availability. They will be under the management of a trained State employee or employees and will present to the traveling public information throughout the state. In addition, the tourist will be referred to local information centers operated by cities or chambers of commerce for more detailed local data.

The operational pattern has not been established and will probably vary depending upon tourist travel at the particular site. At present, we are thinking in terms of six or seven months operation.

We would welcome assistance from the nearby cities or chambers of commerce if certified travel counselors wish to volunteer time and provided that scheduling of their operations does not lead to dissension between local cities and organizations. This matter of possible local participation was brought about by fear on the part of several Chamber of Commerce managers that the State would not have adequate information in regard to local attractions.

In view of our pattern of operation and the purposes for which we have begun this program, I am sure you will understand that, in the case of Klamath Falls, we cannot locate within the city. In addition to this, I am sure you will appreciate our position in that assisting and financing the operations of a local Chamber would not fall within the prerogative of the State Highway Commission. For these reasons we must decline, with thanks, your offer to combine the facilities of the local Chamber with those of the State information center.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

bc Forrest Cooper
R. L. Porter
David G. Talbot
Dennis Clarke

CITY OF KLAMATH FALLS, OREGON
POST OFFICE BOX 1200 ... TELEPHONE TUXEDO 4-3161

SISTER CITY:
ROTORUA, NEW ZEALAND
OFFICE OF THE MAYOR

ROBERT E. VEATCH

SEAL
MAY 18 1905

February 24, 1966

Mr. Lloyd P. Shaw
Asst. Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Shaw:

A recent news release indicates the State Highway Commission contemplates the construction of several Tourist Information centers at points of entry to the State, including one on Highway #97 at some point south of Klamath Falls at or near the California state line.

The City of Klamath Falls is completing plans for improvement and expansion of Veteran's Memorial Park adjacent to the Link River interchange of U.S. #97. Incorporated in this planning is space reserved for construction of a new building to house offices of the Klamath County Chamber of Commerce. The decision to select this site was based on easy tourist access from the Link River off-ramp to be constructed this year.

I would hope that consideration could be given to incorporate State funds into the Chamber of Commerce program for creation of an outstanding Tourist Information center manned by the Chamber staff. The advantages of this approach, it seems to me, are several. (1) The Veteran's Park site would be aesthetically pleasing to the travelling public. (2) It would be manned on a twelve month basis - seven days a week during the summer months. (3) Maintenance of the facility would be assumed by the Chamber. (4) The site is accessible to motels, restaurants, parks, museum and libraries. There are, no doubt, other facets of this proposal worthy of discussion and, therefor, your early comments would be most welcome and appreciated since the Chamber of Commerce expects to be under construction this summer.

If you deem it advisable representatives of the City of Klamath Falls and Klamath County Chamber of Commerce would be most willing to meet with you at any time.

Sincerely yours,

R E Veatch

Robert E. Veatch
Mayor

C.C: Mr. Glenn Jackson
Klamath County Chamber of Commerce

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OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

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FEB 25 1966
OREGON
STATE HIGHWAY COMMISSION

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

September 28, 1965
Salem, Oregon

SUBJECT: Material concerning
Roadside Areas near
State Line Klamath County

To:

Mr. Lloyd P. Shaw
Assistant Highway Engineer
BUILDING

While you and I were attending the Pacific Northwest Ski Association meeting at Timberline Lodge, September 15 and 16, Don Seeley and Dave Talbot attended a meeting in Medford of the Cal-Ore Recreation Development Association (CORDA).

Mr. Seeley brought back a proposal for a state line park development in Klamath County on the California-Oregon border. It contains photographs, a map and other information. I believe Mr. Talbot received a similar copy. I am forwarding this copy to you for consideration and filing.

Dennis Clarke
Dennis Clarke, Director
Travel Information Division

DC:es
Attachment

Report sent to Parks 9-30 for evaluation.

NOTED
LLOYD P. SHAW

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SEP 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
September 28, 1965

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Proposed Interstate Safety Rest Area
U.S. 97
Oregon-California State Line

In 1957, Mr. Williams addressed an inquiry to the California Division of Beaches and Parks asking if they would be interested in developing a rest area jointly in the subject location with the State of Oregon. No reply was received. Since then the rest area program has reverted to their highway department.

The utilization of this site has again been breached to State Park Superintendent Talbot by Commissioner Frank Ganong of Klamath County. Their park director has made inquiry and determined that power could be made available, that well water was feasible as would be a septic tank and drainage field disposal system. Part of the property at least is up for sale.

Dean Swift, Division Engineer, in a letter written in December 1956, commented on this site as follows: "On a recent visit to the Klamath Falls area I looked at your possible roadside rest area at the California State line and agree that it would be an excellent site. If it would be possible to get California interested in a joint venture this site would be even better, as the California part of the site looks even better than the Oregon portion."

investigate legality

The site has a park-like growth of old, picturesque native Juniper trees and excellent views from the periphery of the escarpment. It is my recollection that the major portion of ground required and the best entrance thereto is in California. The public uses the area for picnicking and camping.

In my estimation, a modern safety rest area development with travel information facilities available on both States would be a novel, newsworthy feature and service to the highway traveler. It is the only site on U.S. 97 between Klamath Falls and the California line amenable to rest area development.

NOTED
LLOYD P. SHAW

Should we make further investigations?

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

NOTED
DENNIS CLARKE

cc: F.D. Morgan
D.G. Talbot
J.F. Putnam
Dennis C[illegible]ke ✓

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18-1143 Midland Information Center Sec. 1970
on The Dalles-Calif. Highway
#7351
DEDICATION

RECEIVED
APR 13 1970
FORM 2-30 50M 10-65
FOR FILING

18-1143

7351

Dedication

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1970

SUBJECT:

To: MEMO TO THE FILE

Senator Harry Boivin called this date and requested that no one from the Salem or Parks staff make arrangements for a dedication of the Klamath Visitors Information Center. It was his wish that when the final building was complete that Mr. Glenn Jackson officiate at a dedication.

He was given to understand that the Center would operate from a trailer house this summer; the building would be constructed at a later date. He specifically said he did not wish to have a dedication for the trailer house but only when the permanent building was completed.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Lloyd Shaw
Victor D. Wolfe
Dave Talbot
F. B. Crandall
J. F. Putnam

I-80N-7(30) Weatherby-Lime Section, 1970
333 of Old Oregon Trail Hwy.
#7352 (Grad., pav., struc. & sign.) #2

7352

U.S. GOVERNMENT PRINTING OF[illegible]E: 1974—732-[illegible]

STATE COPY

U.S. D[illegible]RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (R S Coulter,
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

5-5-76

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 5/5/76	REPORT MADE BY R. A. Nichols, Area Engr		PROJECT NO. I-80N-7(16)327
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED NA %	CONTRACT TIME NA
APPROVED EXTENSIONS NA	LOCATION The project began about 23 miles southeast of Baker and proceeded southerly about 13 miles to Lime, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

[illegible] ENT

MAY 21 1976

Washington

ACCESS AND OFFTRACK MAINTENANCE ROAD
BUBBS RANCH-WEATHERBY AND WEATHERBY-LIME SECTIONS
Old Oregon Trail Highway
Utility Project

The work under this utility project was performed as two sections of I-80N (Bubbs Ranch-Weatherby Section, I-80N-7(29)327 and Weatherby-Lime Section, I-80N-7(30)333 were being constructed. These projects were completed 5/23/73 and 3/2/72 respectively. The final work was completed soon after.

7346

7352

RECEIVED

Office of
[illegible]

5-24-76
ey Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS		SIGNATURE Original signed by E. J. Valach Dist. Engineer	
TITLE Richard A. Nichols Area Engineer	DATE 5/20/76	TITLE Ernest J. Valach District Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E Previous Editions of PR-33E Will Not Be Used.

s

#1352

5b

1-30-74

February 6, 1974

Baker County Court
Courthouse
Baker, OR 97814

Attention: Dennis L. Fuller
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 3852

Gentlemen:

Attached for your records is a fully executed copy of a supplemental throughway agreement concerning the transfer of property acquired for right-of-way purposes adjacent to Jordan Creek Interchange on I-80N.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head,
COMMISSION SERVICES

fkm

Att.

cc H. S. Cox
(conf. agree. att.)

#1352

5

December 26, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Supplemental Throughway Agreement
Weatherby-Lime Section, I-80N
Baker County

An agreement has been negotiated with Baker County concerning the transfer of property acquired for right-of-way purposes adjacent to the Jordan Creek Interchange.

It has been determined to be in the best interest of all concerned that the State should retain all property lying within the access control lines in order to simplify policing of the access control restrictions.

The original agreement of November 18, 1969, remains in full force and effect except as expressly modified by this supplement. I recommend your approval and request authority to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the January 30 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
D. H. Moehring
J. H. Versteeg
J. B. Boyd
Victor Wolfe
C. T. Keasey
H. S. Cox
W. E. Schwartz
Gary Su
R. E. Whipps MCH:ljt cm

7352

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July 31, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
[illegible]

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-80N-7(30)333

SUBJECT Request Change Order Approval

Contract 7352, State Force Order No. 16

Project Weatherby-Lime

Highway Old Oregon Trail

County Baker

This order covers the cost of rebuilding a portion of the Railroad access road at Station 520 to 540 to lower the grade to comply with the Railroad Agreement. The Agreement between the State and the Union Pacific Railroad Company stipulated that the grades on the railroad access road would not exceed 10 percent. It has been found that the grade on the road near Engineer's Station 530 exceeds the 10 percent maximum. The contractor has completed the work required by the contract and has moved his men and equipment from the project. It is the intent to negotiate with local equipment owners to have this work performed and use State personnel only in supervisory work.

The estimated cost of this work is $7,175.00 with Federal participation in the amount of $6,457.50.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer July 10, 1973.

Your approval as of July 10, 1973 is requested.

Attach.

7352

5

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 29, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. L. A. Kirkeby

UPRR Access Road
Rye Valley Interchange
Weatherby-Lime Section
Old Oregon Trail Hwy.
Baker County
Contract No. 7352
Fed. Project No. I-80N-7(30)333
Your File: D 315-2-129

Dear Sir:

On June 20, 1973, you wrote to me regarding the construction of the access roads at the Rye Valley Interchange on the Weatherby-Lime Section of the Old Oregon Trail Highway in Baker County. I have been advised by W. E. Schwartz, Regional Engineer in La Grande, that all of the staking has been done necessary to accomplish the revision of the railroad access roads so that they will not exceed the 10% grades as specified in the agreement between the Union Pacific Railroad Company and the Oregon State Highway Division. All necessary drainage adjustments will be taken care of as a part of the revision of these access roads.

The work of the revision and drainage adjustments on these access roads will be started as soon as we are notified by the railroad that the signal poles have been moved. When this revision work is completed, this should fulfill all terms of the agreement covering the construction of this section of the Old Oregon Trail Highway.

Yours truly,

RECEIVED
JUL 2 1973
Office of
Assistant State Highway Engineer

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

bc: H. S. Coulter
C. T. Keasey
W. E. Schwartz
L. V. Blickenstaff

7352

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FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE June 28, 1973

TO J. E. Chidsey
Railroad & Utilities Engineer

FROM

W. E. Schwartz
Regional Engineer

SUBJECT

U.P.R.R. Access Road
Rye Valley Interchange
Old Oregon Trail Highway

7352

Reference is made to Mr. L. A. Kirkeby's letter of June 20, 1973, addressed to you, on the above subject. Apparently U.P.R.R. has given in on their previous position that they should be reimbursed for moving these signal poles.

I think it would be appropriate for you to notify Mr. Kirkeby that all of the staking has been done to accomplish this change and that we are ready to do the work as soon as we are notified by the railroad that the signal poles have been moved. All drainage adjustments will be taken care of as a part of the work to be done.

WES:sh

cc H. S. Coulter
C. T. Keasey
L. V. Blickenstaff

7352

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. Kirkeby
[redacted]
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 5875
PORTLAND, OREGON 97208

JUNE 20, 1973

File Ref.
D 315 - 2 - 129

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

7352

Dear Sir:

Confirming conversation with Division Engineer's office, the median drains installed on I-80N adjacent to our trackage between Nelson and Weatherby, are not covered by an agreement.

At the time these drains were installed, your Resident Engineer was informed that the provisions for handling the water southerly of the Freeway appeared to be inadequate. Subsequent to that time certain corrections were made in the field and minimal provisions were made to handle this water. While some of the provisions may be satisfactory, it would appear that more engineering should be done to confirm that the provisions for handling the water from the median drains are adequate.

Final acceptance of this portion of the project will have to be held in abeyance until your Department can present adequate evidence that these installations are hydrologically sound.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

xc: H.S. Coulter
J H Versteeg
C.T. Kearey
W.E. Schwartz
L V Blickenstaff

NOTED
H.S. COULTER

RECEIVED
JUN 26 1973
UTILITY UNIT

RECEIVED
JUN 27 1973
Office of
Assistant State Highway Engineer

NOTED
J. E. CHIDSEY

7352

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UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. Kirkeby
~~[illegible] ROGERS~~
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 3979
PORTLAND, OREGON 97208

JUNE 20, 1973

File Ref.
D 315 - 2 - 129

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

1352

Dear Sir:

Please refer to various meetings and agreement covering access road in vicinity of the Rye Valley overcrossing near Weatherby.

As you know, according to terms of the agreement the approach shall not exceed 10% grades; however this condition has not been met.

The signal pole line will be relocated in the near future so you may proceed with your portion of the work. At the same time it will be necessary that the culvert on the east end be lowered so the ditch on the south side will drain, and it is our understanding that the ditch was never cleaned because the Contractor was waiting to have the culvert lowered. Presume this work will all be done at the same time.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

xc: H.S. Coulter
E.T. Keasey
W.E. Schwartz --- any reply?
L.V. Blickenstaff

RECEIVED
JUN 26 1973
UTILITY UNIT

RECEI...
JUN 2...
Office of
Assistant State Highw...

NOTED
J. E. CHIDSEY

NOTED
H.S. COULTER

7352 5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 18, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Supplemental Throughway Agreement
Weatherby-Lime Section, I-80N 7352
Baker County

Baker County has agreed to assume maintenance responsibilities along a segment of frontage road lying within the access control line of the Jordan Creek Interchange. The State will retain the underlying fee title. This arrangement was necessary in order to comply with a Federal Highway Administration ruling requiring the State to police access control which it has acquired through right-of-way negotiations.

The original agreement of November 18, 1969, remains in full force and effect except as expressly modified by this supplement.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
D. H. Moehring
J. H. Versteeg
J. B. Boyd

Victor Wolfe
C. T. Keasey
H. S. Cox
W. E. Schwartz
Gary Sund

MCH:lat dpy

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STATE COPY

7352

cc: OSHD (H S Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

5-[illegible]-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

est

REGION NO. 10	REPORT NO. 23	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 5-29-73	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-7(30)333
COMPLETION DATE 3-2-72	ACCEPTANCE DATE BY CONTRACT AGENCY 7-24-72	TIME ELAPSED 101%	CONTRACT TIME 500 CWD
APPROVED EXTENSIONS 52 CWD	LOCATION On I-80N beginning about 30 miles SE of Baker and ending about 1 mile NE of Lime, Oregon.		

#7352

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WEATHERBY-LIME SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

The final contract costs were $6,719,205, about 1.2% more than the original bid of $6,639,911. The final costs were close to the bid amount but do not show the large deviations from plan quantities in several items. These were: General Excavation (Location A), Bid Quantity - 1,446,300 CY, Final Quantity - 1,601,829. General Excavation (Location B), Bid Quantity - 450,800 CY, Final Quantity - 801,010 CY.

The bid quantities for both these items were based on ¼:1 slopes with benches on several areas where the material in the cuts was primarily solid rock. The material was solid rock, but was a poor grade rock and was on cleavage plains that slanted toward the road in several areas. It was necessary to flatten the cut slopes to 1¼:1 to get stable slopes.

This cost was partially offset by reduction in overhaul due to the favorable shifting of the balance points and elimination of guardrail where the fill slopes were flattened with excess material.

6-4-73
cy Conah.
Young

COPY SENT
JUN 04 1973
REGIONAL OFFICE

(more)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE R. A. Nichols		SIGNATURE E. J. Valach	
TITLE Area Engineer	DATE 5-29-73	TITLE	DATE

NOTED
S. COULTER

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

The specific gravity of the aggregates was less than anticipated which accounted for up to 14% underrun in the base and asphaltic concrete items. In addition, the 32,200 feet of metal median barrier was eliminated from this project because it was decided after the contract was let to place concrete median barriers in the narrow (8'4") medians. A contract for the concrete barriers was subsequently awarded.

Other overruns and underruns are explained in the State's statement of overruns and underruns attached to the Division office copy of this report.

The materials incorporated into the project reasonably met specification requirements with one exception. There were some gradation and moisture deficiencies in the asphaltic concrete. The material was considered acceptable but a penalty of $4,464 was assessed. The contractor was also assessed a $330 penalty for low densities in the AC mat.

7352

April 17, 1973

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

A second post-final payment for $1,223.48 will be made to Gibbons and Reed Company on Contract No. 7352 for work on the Weatherby-Lime Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $7,036,473.98 including the second post-final payment. Of the total, $68,388.34 is for force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick [illegible]acek
Wendell Schwartz

5

Form FHWA-121 (12

UNITED STATES GOVERNMENT

7352 *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 2, 1973

In reply refer to: 10-35-DA

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(30)333
Weatherby-Lime Section
Old Oregon Trail Highway
State Force Order #5
Dixie Creek

According to the information we received, the depositing of the material in Dixie Creek occurred when there was unusual high water in both Dixie Creek and Burnt River. Therefore, we consider the work you performed a maintenance function and not eligible for Federal participation.

RECEIVED
STATE HWY ENGR
APR 3 '73
REFER TO Couete
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File
✓						

Orig - 4-4-73

4-4-73 Young

A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

Form FHWA-121 (12

UNITED STATES GOVERNMENT

7352 Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 2, 1973

In reply refer to: 10-35-DA

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(30)333
Weatherby-Lime Section
Old Oregon Trail Highway
State Force Order #5
Dixie Creek

According to the information we received, the depositing of the material in Dixie Creek occurred when there was unusual high water in both Dixie Creek and Burnt River. Therefore, we consider the work you performed a maintenance function and not eligible for Federal participation.

RECEIVED
STATE HWY ENGR

APR 3 '73

REFER TO Couete

FOR

Info	Ver	R/D	D/R	Sign	Act	File
☑	☐	☐	☐	☐	☐	☐

Orig - 4-4-73

4-4-73 Young

A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OREGON STATE
HIGHWAY DIVISION

7352

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 20, 1973

TO
V. V. Cusack, Acting Division Engineer
~~R[illegible]~~
Federal Highway Administration

Federal-aid Project
No. I-80N-7(30)333

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7352, State Force Order No. 15

Project Weatherby - Lime

Highway Old Oregon Trail

County Baker

This Order covers the cost to remove gravel deposits from the Dixie Creek Channel, dike the channel and reconstruct existing fencing. During an abnormally high water runoff on January 16, 1973 the channel banks and the county road were eroded by high water and the material deposited at the inlet of the 120-inch highway culvert at station 520+00. Diking of the channel will be done by using the material removed from the channel under this order. It is in the public interest to have State personnel perform this work as the contractor on this project has completed his obligation and has removed his equipment. The State has the necessary equipment and personnel to perform the work at a low cost.

The estimated cost of this work is $2,982.00 with Federal participation in the amount of $2,683.80. Reimbursement on an actual cost basis is requested.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on March 9, 1973.

Your approval as of March 9, 1973 is requested.

Attach.
BMW:pr

5

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

T. P. Rogers
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

NOVEMBER 13, 1972

7352

File Ref.
D 315 - 2 - 129

Mr. T. W. Litchfield,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON

Dear Sir:

Additional Work - Bubbs Ranch - Weatherby
and Weatherby - Lime Section
Old Oregon Trail Highway, Baker County
Proj. Nos. I-80N-7(29)327, I-80N-7(30)333
State Contract Nos. 7395 and 7352

Please refer to your letter of November 6, 1972 wherein you report the results of decisions which the State has reached on items of work which the Railroad requested be accomplished on the above-captioned project.

Insofar as Items Nos. 1 and 5 enumerated in your letter, are concerned, I would like to offer the following:

(1) I do not feel that our Company is obligated to bear the expense of raising our communication and signal lines to accommodate the State in obtaining 10% grades as called for in the State's construction plans. You have previously indicated your feeling that the Railroad is partially to blame because our Inspector did not object to the steepness of these roads at the time of construction. I can only point out the fact that the Railroad assigned only one Inspector to these two highway projects comprising approximately eleven miles and the bulk of our Inspector's time was taken up in scheduling and protecting against blasting operations. Any rearrangement of the communication and signal pole lines required to achieve a 10% gradient must be done at the State's expense.

(5) You have asked that the Railroad arrange to shape up our existing access road between Weatherby and the first crossing of the Burnt River south of Weatherby, approximately 3500 ft. in length. On-ground inspection

RECEIVED
NOV 15 1972
UTILITY UNIT

indicates that the talus material was wasted only opposite approximately Highway Stas. 300-304 or approximately 400 ft. If your objection to the State's shaping up the road is based entirely upon our wasting talus material, we will agree to accepting the responsibility of shaping up the 400-ft. area. The State's Contractor should shape up the balance of the 3500 ft.

Aside from the items mentioned in your November 6, 1972 letter, we appear to have a problem with unauthorized median drains on Railroad right of way.

The State has installed approximately 17 highway median drains, 12" or more in diameter, many of which, if not all, are directed toward our track. Some of these median drains discharge in close proximity to the track while others are far enough away or off our right of way that we will not be affected. I am primarily concerned with the median drains which discharge onto our right of way and in close proximity to our track. Discharge from the drains, generally at an elevation above our track, is causing slope erosion at some locations now and it is reasonable to assume that erosion at other points can be expected.

Installation of the median drains constitute an encroachment upon Railroad right of way which should be removed while the State's Contractor is still in the area. You are well aware of the fact that we consistently request the State to divert its drainage away from the railroad or handle it in such a manner as to not adversely affect the railroad. Please arrange to remove these drains immediately.

Will you also verify that our potential for a future track and ditch section has not been jeopardized by raising the highway at any locations within the limits of these two projects.

Your early reply will be appreciated.

Sincerely,

T. P. Rogers

T. P. Rogers,
Superintendent

COPIED TO:

GL GREEN
AE JOHNSON
CT KEASEY
WE SCHWARTZ
LV BLICKENSTAFF
HW GERLACH

RECEIVED
NOV 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
1972

7352

November 13, 1972

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

A post-final payment for $1,900 will be made to Gibbons and Reed Company on Contract No. 7352 for work on the Weatherby-Lime Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $7,035,252.90 including the post-final payment. Of the total $66,308.54 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Gibbons and Reed Company
P. O. Box 13308
Portland, Oregon 97213

C. T. Keasey
Walt Hart
V. E. Skoog Attn: W. L. Mosner
W. E. Schwartz

5

RECEIVED

FORM 8-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 8, 1972

7352
~~7395~~
See #7395

SUBJECT: Shumway Complaint
Bubbs Ranch - Weatherby
Old Oregon Trail Highway
Baker County
Contract 7395

To:
Mr. C. T. Keasey
Construction Engineer

SALEM

535

NOTED
A. E. JOHNSON

Reference is made to assignment AEJ 535.

Attached herewith is a copy of a letter from Mr. Shumway, Chairman of the Burnt River Soil and Water Conservation District, accepting all of the work that they requested in the Burnt River. We believe this completes this assignment.

Wendell E. Schwartz
Regional Engineer

By

Alfred Shirley

Alfred Shirley, Jr.
Regional Construction Engineer

ASJ/bv
Attachment

RECEIVED
NOV 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

11-9-72 Copy to A. E. Johnson:
For your information. This relates back to Feb. 24 letter, map and pictures from Shumway re relocated Burnt River Channel stabilization at three locations. Repair work done under participating EWO's 28 and 29, approximate cost $16,200. You had requested a close-out acknowledgement from Shumway.

John A. Bond
fw

Routing
Keasey
/ Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
NOV 9 1972
CONSTRUCTION SECTION

FORM 2-30 (REV. 10-68)

Routing

RECEIVED
MAY 18 1972
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 17, 1972

SUBJECT:

Assignment AEJ-535
Shumway Complaint
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Contract No. 7395

To:

C. T. Keasey
Construction Engineer

SALEM

Last Wednesday, May 10, 1972, in company of Resident Engineer Les Blickenstaff and Assistant Resident Engineer Ray Scott, I met with Mr. Walter Shumway, Chairman, Burnt River Soil and Water Conservation District and Mr. Jack Cartwright, member of the District Board and Resident Pain-in-the-neck on the above construction project. The meeting was called in response to Mr. Shumway's letter to the State Soil and Water Conservation Commission which was transmitted to the Highway Division and is the subject of the above assignment.

It was our original thought that they would be asking us to repair two rather large cut slides, one on either side of the relocated channel of the Burnt River, approximately opposite station 215+00. Such was not the case. They apparently feel that these slides have stabilized in their present position and that future deposits of slide material into the Burnt River will be minimal.

The primary concern of the Burnt River Soil and Water Conservation District is a general concern for channel erosion in the Burnt River where we have done any channel changing. They recently went over the project with a representative of the State Soil and Water Conservation Commission and came up with three specific areas of concern. In each area we had changed the channel and in each case there is obvious evidence of channel erosion.

The first area is just downstream from the two large cut slides opposite station 215. The channel flows across a rock ledge at this point with the current being directed against the left bank and causing a hole to develop in the slope.

$5,000
E.W.O. 28.

The second area is just downstream from the first and begins at the point where the old Burnt River channel joins the channel change. This would be approximately opposite station 220. At this point the left bank has been eroded for a distance of approximately 150 to 200 feet. This erosion has occurred on the property of the above mentioned Mr. Cartwright.

2150
E.W.O. 28.

The third area is near the Weatherby Interchange where the right side of the channel has eroded between stations 297 and 317. This is a rather long section but the bank is only four to five feet high.

E.W.O. 29
$4500

In keeping with the current environmental protection regulations, I feel that we definitely have an obligation here. I have directed Mr. Blickenstaff to prepare extra work orders to accomplish this work and have advised Mr. Shumway that we will do the work. I further advised him that when the work was completed we would contact him again so that he can review the work with us if he so desires.

W. E. Schwartz
Regional Engineer

WES:sh

cc L. V. Blickenstaff

Soil and Water Conservation District

Bridgeport, Oregon
November 3, 1972

Mr. L. V. Blickenstaff, Resident Engineer
Oregon State Highway Department
1050 S. Bridge Street
Baker, Oregon 97814

Dear Mr. Blickenstaff:

We appreciate your arrangements for Jess Cartwright and me to view the completed channel work of the Burnt River. The channel clearance at Nelson Point, and the grade stabilization and riprapping near Weatherby is very satisfactory.

Our Board of Supervisors directed that this letter of acknowledgement be written to you. The District appreciates the effort and attention given by the State Highway Department to resolve construction problems of much concern to farmers and other people of this part of the Burnt River SWCD.

Please make our appreciation known to Engineers Klaboe, Schwartz and Scott.

Sincerely,

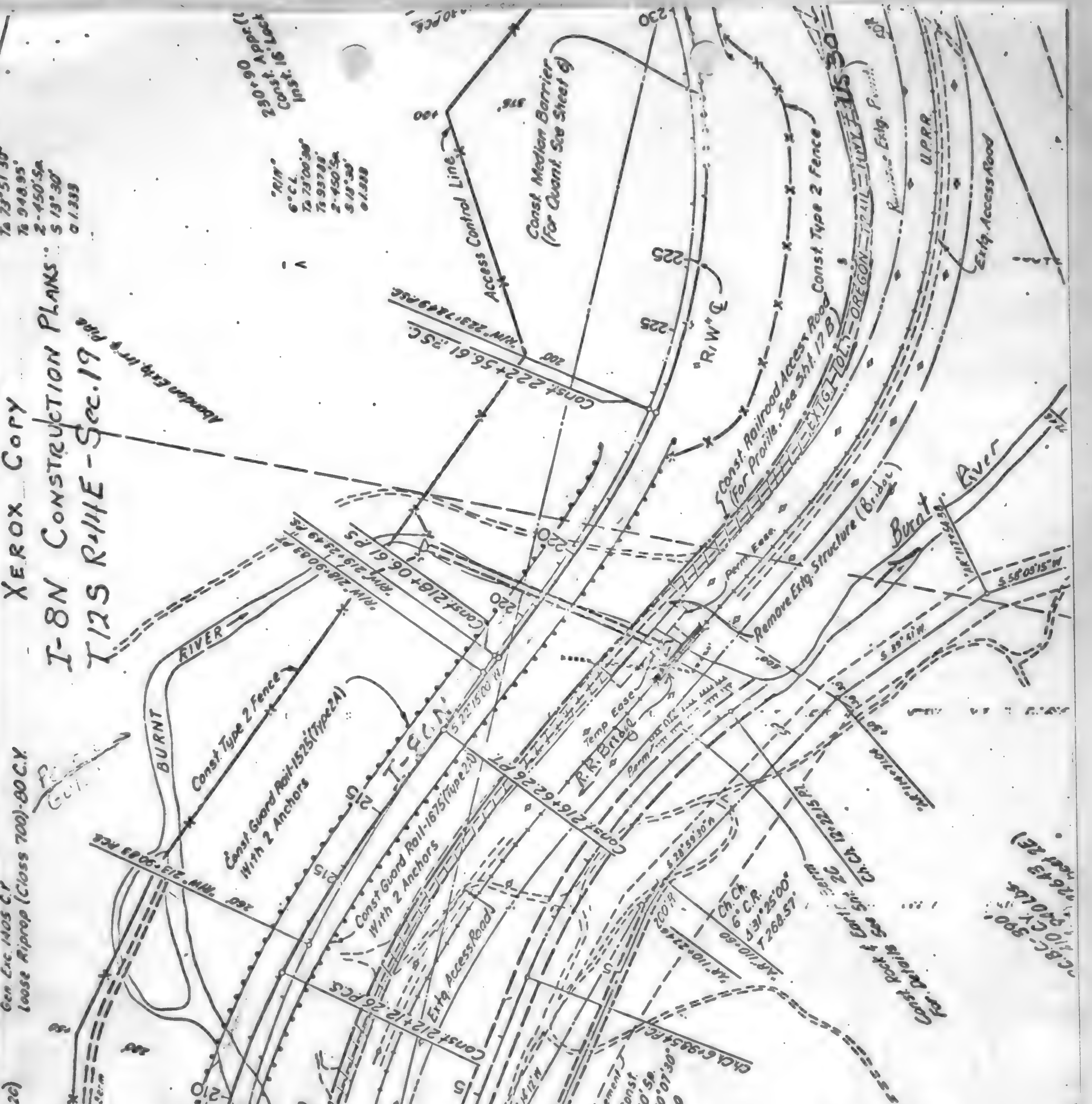
BURNT RIVER SWCD

Walter Shumway

Walter Shumway, Chairman

RECEIVED
NOV - 6 1972
L. V. BLICKENSTAFF
RES. ENGINEER

RECEIVED
NOV 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER



Xerox Copy
I-8N Construction Plans
T12S R44E - Sec. 19

Burnt R. Relocation
Begins about Sta. 205

BURNT RIVER

Soil and Water Conservation District

BAKER, OREGON 97814

FEB 25 1972

Routing
Keasey
Bond
Walker
Johnsen
Litchfield
Berg

RECEIVED
APR 20 1972
CONSTRUCTION
SECTION

February 24, 1972

State Soil and Water Conservation Commission
Bud F. A. Svalberg, Director
217 Agriculture Building
Salem, Oregon 97310

Subject: Burnt River channel erosion resulting from freeway construction

Gentlemen:

Enclosed are pictures and maps relating to stream channel and bank erosion on Burnt River. This has been created by a channel change made during the fall and winter of 1970 for the construction of the Interstate Freeway I-80N.

The problem has been of concern to the Burnt River SWCD Board since last summer. Our concern has been recorded in the minutes of Board meetings.

We have been unable to get anything from the State Highway Resident Engineer about plan designs to stabilize the constructed channel and downstream bank erosion.

Our Board decided to ask the State Soil and Water Conservation Commission to consult with the Highway Department or State Land Board on what specific actions are being taken to solve this problem.

We felt that pictures were essential for our written presentation to the Commission. Obtaining pictures to properly illustrate the channel failures has delayed this communication to you.

The Freeway construction in the vicinity of the channel change is moving into final stages. We ask the Commission to take this matter to the State Highway at an early date. The construction contract ought to correct the channelization faults before the contractor completes this part of the Freeway project.

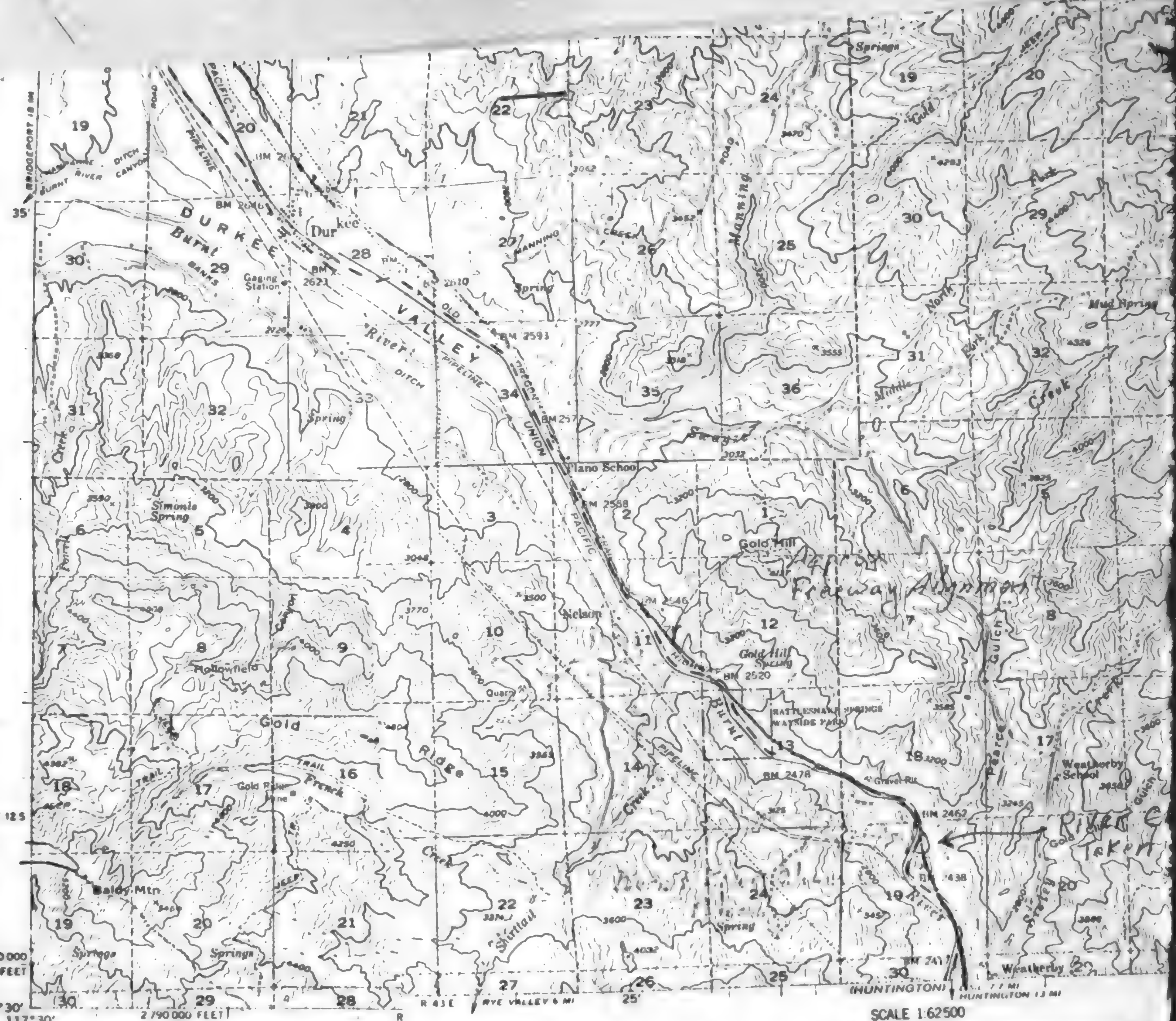
Sincerely yours,

Walter Shumway

Walter Shumway, Chairman
Bridgeport, Oregon 97819

cc:
F. C. Piper, SCS Work Unit
Baker, Oregon

[illegible]



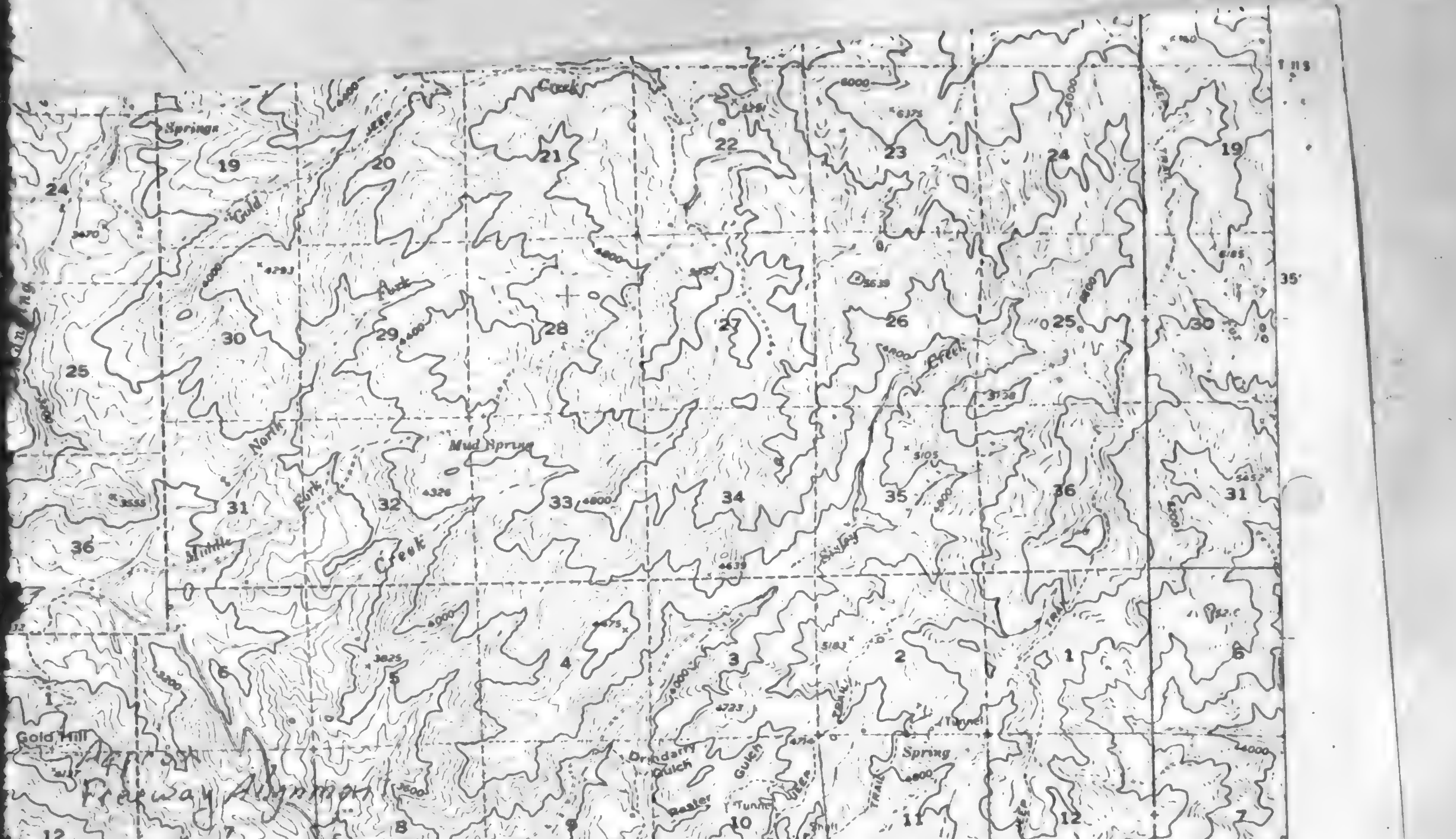
Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by multiplex methods
Aerial photographs taken 1953. Field check 1957

Polyconic projection. 1927 North American datum
10,000 foot grid based on Oregon coordinate system,
north zone

SCALE 1:62500



Copied from DURKEE QUAD

5

1859

UTILITY UNIT
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

7352

November 6, 1972

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

NOTED
A. E. JOHNSON

ATTENTION: Mr. T. P. Rogers

RE: Additional Work
Bubbs Ranch-Weatherby and
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project Nos. I-80N-7(29)327
I-80N-7(30)333
Contract Nos. 7395 and 7352
Your File D 315-2-129

Gentlemen:

As a result of several field meetings among our representatives and numerous telephone discussions, we have reviewed the various requests for additional work you have made throughout these two projects and have the following to offer:

1. The State will reduce the grades of the two access roads at the Rye Valley overcrossing to 10%, as provided on the construction plans and will provide an all-weather surface at State expense. It is understood that you will adjust your signal and communication lines to accommodate the revision of these two roads at railroad expense. Please have your people contact our Mr. Blickenstaff before making any pole line adjustments so that a mutually acceptable solution is devised.

2. The State will agree to place rip-rap along the easterly bank of Burnt River on the railroad fill south of Weatherby, approximately opposite Highway Station 320.

3. The State will also agree to construct the berm between your buildings and the channel change at Weatherby, approximately opposite Highway Stations 293-299.

RECEIVED
NOV 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

4. In as much as we have changed the location of the Chicken Creek channel, we will agree to place rip-rap on the easterly bank of Burnt River opposite the mouth of Chicken Creek, approximately opposite Highway Station 275.

5. With regard to railroad access road between Weatherby and the crossing of Burnt River south of Weatherby, approximately opposite Highway Stations 300-335, the State will agree to place an all-weather surface on this road at State expense after your forces shape the subgrade, since your maintenance forces have dumped talus material from a nearby slide to create the existing unsuitable condition. Since our contractor is intending to complete his work about the middle of December, 1972, we request that your forces perform their work in this area as soon as possible so that our contractor may complete his work on schedule.

Very truly yours,

T. W. Litchfield
Utility and Railroad Engineer

s/by

Phil G. Preston
Special Projects Engineer

TWL:jly

bc: G. L. Green
A. E. Johnson
C. T. Keasey
W. E. Schwartz
L. V. Blickenstaff
H. W. Gerlach

STATE CO

10-18-72

OSHD (A E Johnson)
Region
Wash DC

U.S. DE   MENT OF TRANSPO
FEDERAL HIGHWAY ADMINISTI
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 7352 10	REPORT NO. 22	COUNTY Baker	DIVISION Oregon
DATE OF INSPECTION 10/18/72	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-7(30)333

IN COMPANY WITH
unaccompanied

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(*Not applicable for all contacts.)

COPY SENT
NOV 08 1972
REGIONAL OFFICE

cy Const 11-8-72

WEATHERBY-LIME SECTION
OLD OREGON TRAIL HIGHWAY

All the contract work was completed in reasonable conformance to the plans and specifications except for a small amount of cleanup work in the quarry on March 2, 1972. The portion of the cleanup work in the quarry site that was the contractor's responsibility was completed this summer. Other small items have been completed subsequently.

I recommend the project be accepted.

RECEIVED
STATE HWY ENGR
NOV 8 '72
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

NOTED
A. E. JOHNSON

11-8-72
Johnson
cy Young

FORM PR-33B
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

5

FORM 2-90 (REV. 10-69)

73[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1972

NOTED
A. E. JOHNSON

SUBJECT: Additional Work Requested by UPRR
Bubbs Ranch-Weatherby and Weatherby Lime Sections
Old Oregon Trail Highway

To: Mr. C. T. Keasey
Construction Engineer
BUILDING

This is in reply to your letter dated September 26, 1972, with which you sent the copy of Mr. Blickenstaff's letter to Mr. Schwartz, dated September 22, 1972, detailing additional work which has been requested by the Union Pacific Railroad Company throughout the Burnt River Canyon.

With regard to the items in Mr. Blickenstaff's letter, I will discuss them in numerical order as they appear in his letter.

1. The change in the grade of the access roads at the Rye Valley overcrossing is clearly a State obligation. Sheet 10-C of the construction plans, which were approved by the railroad on April 8, 1970, indicates that a 10% grade will be constructed on the access road at this location. I have been advised that the grades of both these roads are considerably steeper than 10% - in fact about 15 to 20%. The pole line adjustment which is required by the change in grade of the access road appears to be also a State obligation, since it was the State's error which caused the road to be constructed at the improper grade in the first place.

2. The request of the railroad to riprap the easterly bank of the railroad fill below the Weatherby channel change may not be the responsibility of the State. If we could produce pictures showing the condition before the construction, we may be able to refute the railroad's demand on this point. We would be obligated only if the condition after construction is worse than that before construction.

3. The berm the railroad is requesting is nothing new. They requested this initially in their letter to me dated September 21, 1971, and as a result I requested the field to take cross sections through this area. It is apparent from these cross sections that the river could rise to an elevation high enough to flood the railroad's buildings in this area. The railroad alleges that during the high runoff during the Spring of 1971, water reached the very top of the existing channel bank. Since this was not considered to be a maximum runoff, the railroad has demonstrated considerable concern about this condition. We must realize that the railroad's position in this area is poorer than it was before we constructed the highway. You will remember that the entire area now occupied by the Weatherby Interchange and Weatherby Rest Area was an area the Burnt River could flood into without any damage to the railroad. We have eliminated this flood plan and concentrated the river in this channel change, so I feel the railroad has legitimate cause to be concerned. The answer to their question seems to lie in what was the actual runoff volume that occurred since the channel change was constructed which reached the top of the bank in question. But if this was less than our maximum design flow, I feel we should take a second look before we deny any responsibility on this point.

Keasy will arrange inspection by {Salem Pers.
Region
Res Engrs.
Feds.

GP*88475-784

4. The request of the Railroad to place riprap on the westerly bank of the river in front of the Chicken Creek box culvert could be a legitimate request. If you will refer to Sheet 14 of the construction plans of the Bubbs Ranch-Weatherby Section, you will note that Chicken Creek in its original position flowed westerly through two box culverts and then southerly to empty into Burnt River easterly of the old bridge which paralleled the G2 Line. The railroad was not affected in any manner with the flow of Chicken Creek in its original position. We have realigned Chicken Creek to follow a much shorter route easterly of the highway, through the channel change and box culvert, and then dumping into Burnt River approximately 1000 feet northerly of its original mouth. I would assume the velocity of flow down the Chicken Creek channel in its new location will be considerably greater than that in its original position. This could possibly cause erosion on the far side of the stream, although as Mr. Blickenstaff points out, the timing of the runoff would likely be when Burnt River is high and the erosion could be arrested by the flow in Burnt River through this area. I suggest we take a hard look at this new situation and possibly run a hydraulic analysis before we deny responsibility on this point.

5. With regard to the railroad access road from Weatherby south to the bridge, I should like to point out that Section 12 (a) and Exhibit "A" of the Railroad-State agreement which was signed by the Highway Commission at their meeting of February 22, 1972, but has not been returned from the railroad yet, provided: "In lieu of the existing access between the freeway and the railroad's right of way, second party, ... shall provide a continuous motor vehicle and equipment access roadway for the railroad's use ... by upgrading and connecting segments of the existing access roads (shown tinted red on Exhibit "A" and Exhibit "A-1") with a new access road ...". Inspection of Exhibit "A" will show this is part of the existing access road which is to be "upgraded", and this means to make passable in all weather. It was my recollection that this portion of their existing access road was in such shape that a little rock on the surface would make it passable in all weather.

Before proceeding with any of the work requested, it may be desirable to make a field inspection by representatives of the Salem, LaGrande and Baker offices with representatives of the railroad. All items except #1 should be eligible for Federal-aid if proven to be legitimate.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: A. E. Johnson
W. E. Schwartz

RECEIVED
OCT 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM 2-30-X 12-67

7352

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 26, 1972

SUBJECT: Additional Work Requested by UPRR
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway

To: D. H. Moehring
Right of Way Engineer
ATTN: T. W. Litchfield

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Attached is a report from Region V and from Resident Engineer Blickenstaff regarding some additional work requested by the Union Pacific Railroad on the two subject sections.

Would you please review these requests and determine whether or not we are obligated to do the requested work under our project agreements with the U.P.R.R.

Some of this does appear to be, as stated by Bud Shirley, "gold plating and silver lining."

CTK:fw
Enc.
cc: A. E. Johnson
W. E. Schwartz

RECEIVED
SEP 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 25, 1972

Routing
jl Keasey
Bond
Walker
Johnson
E Pease
Glenn
Litchfield
Berg

RECEIVED
SEP 26 1972
CONSTRUCTION
SECTION

SUBJECT: Bubbs Ranch - Weatherby
Weatherby - Lime
Old Oregon Trail Highway
Baker County

To:

Mr. C. T. Keasey
Construction Engineer

SALEM

Attached herewith is a report of some work that has been requested by the Union Pacific Railroad on the Bubbs Ranch - Weatherby and Weatherby - Lime sections.

We wish your decision as to whether this is the obligation of the Highway Division to do this "gold plating and silver lining" for the railroad.

The Resident Engineer has attached to his report sketches of the work in its location along with the cost estimates to do the work. Would you please review and advise whether this work is an obligation of the Highway Division. If so, we believe that we can probably arrange to have the work done by the Contractor on the Bubbs Ranch - Weatherby section.

Wendell E. Schwartz
Regional Engineer

By

Alfred Shirley Jr

Alfred Shirley, Jr.
Regional Construction Engineer

ASJ/bv
Attachments
cc: T. W. Litchfield

STATE OF OREG INTER CE MEMO

TO: Mr. W. E. Schwartz
Regional Engineer
La Grande

DATE: Sept. 22, 1972

FROM:

SUBJECT: Work requested by UPRR
Bubbs Ranch-Weatherby &
Weatherby-Lime Sections
Old Oregon Trail Highway

Herewith cost estimates and other data on the following work requested by the UPRR:

1. Change the RR access roads at the Rye Valley overcrossing to flatter slopes. I estimated this would be done under a separate contract. It would be borrow and fill with the borrow coming from the area above the southerly access road. Both borrow and fills are inside what is shown on the plans as the R/W lines. There are two RR utility poles to raise and I have shown this to be done at railroad expense. Total cost is $13,725.00
2. Riprap easterly bank of railroad fill below our channel change south of Weatherby. Total cost $2,900.00
3. Build a berm between the railroad buildings and the channel change at Weatherby. Total cost $2,667.50
4. Place riprap on the westerly bank of the river in front of the Chicken Cr. box culvert. Total Cost $1,200.00.
5. Shape and rock the RR access road from Weatherby south to the crossing of Burnt River. Total cost $3,155.00

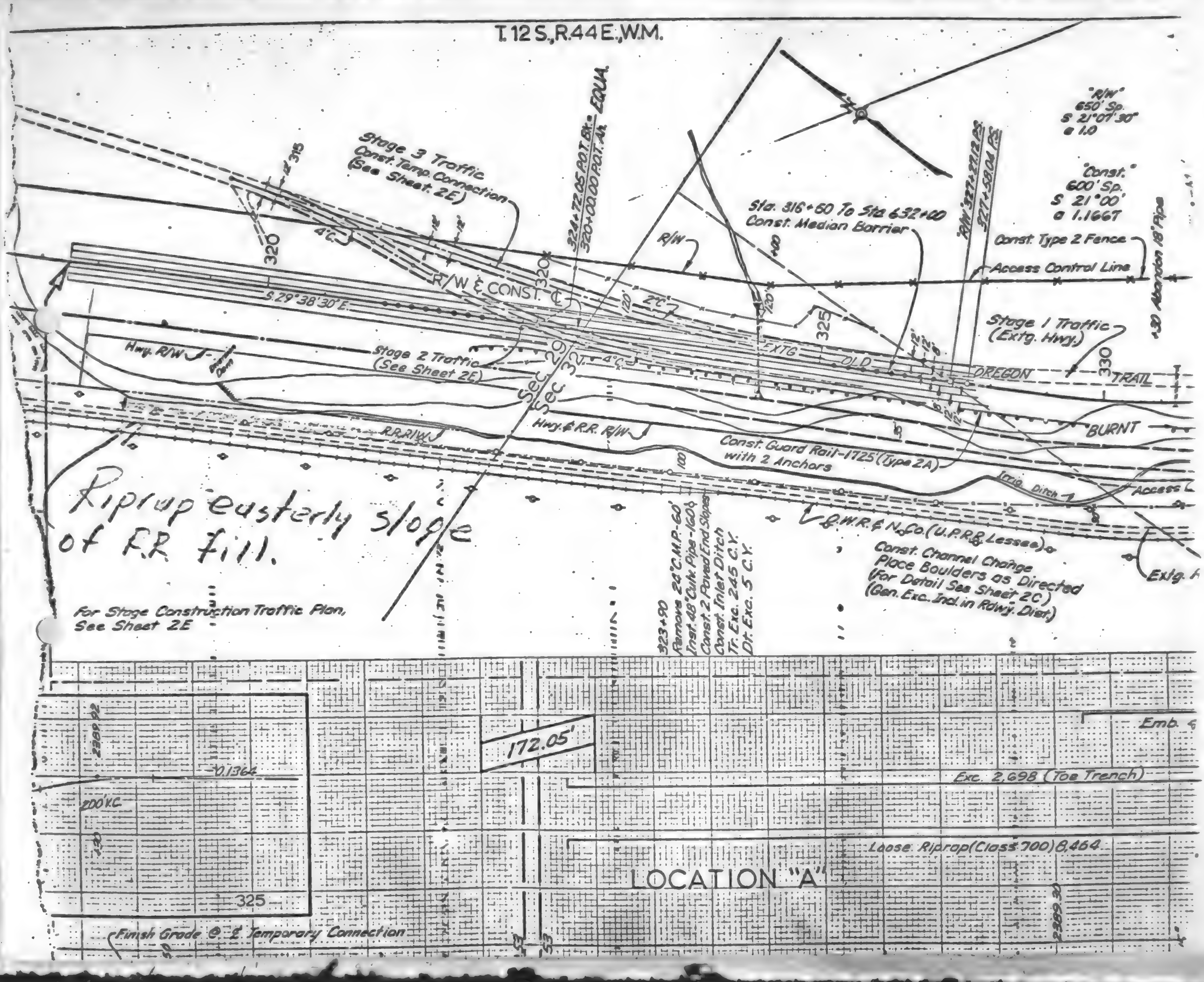
It cost us $2.28 per Cy. to place the riprap on EWO #29 and due to the extra difficulty in placing the material on items 2, 3, 4, due to the confined areas I have used a price of $2.50 per Cy.

In order to place the riprap on the westerly river bank in front of the Chicken Cr. box culvert it would be necessary to first excavate a hole for the riprap to keep from constricting the river channel which is narrow at this point. It would seem to me that barring a local waterspout, anytime the water was high in Chicken Creek, the water would also be high in Burnt River and the flow from the creek would not likely erode the river bank. I would recommend that Item #4 not be done.

I am assuming there will be enough crushed rock of one size or another left on our job to do all the rocking called for above. The riprap and berm material would have to come from one of our waste areas in legal trucks.

L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

81.125.3018



Riprap easterly slope of R.R. fill.

#5

Equa
sta 300 - 324+72 = 320+00 - sta 335 = 3972 lf.

8 hrs D7 Dozer @ 22.35 $178.80
16 hrs Blade @ 17.20 275.20
454.00

$454.00 + 15% = $522.10 - Epuipment

Dozer o.o. 8 hrs × $6.82 + 15% + 20% = 75.29
Blade op. 16 " × 6.96 + 15% + 20% = 153.67
$ 228.96

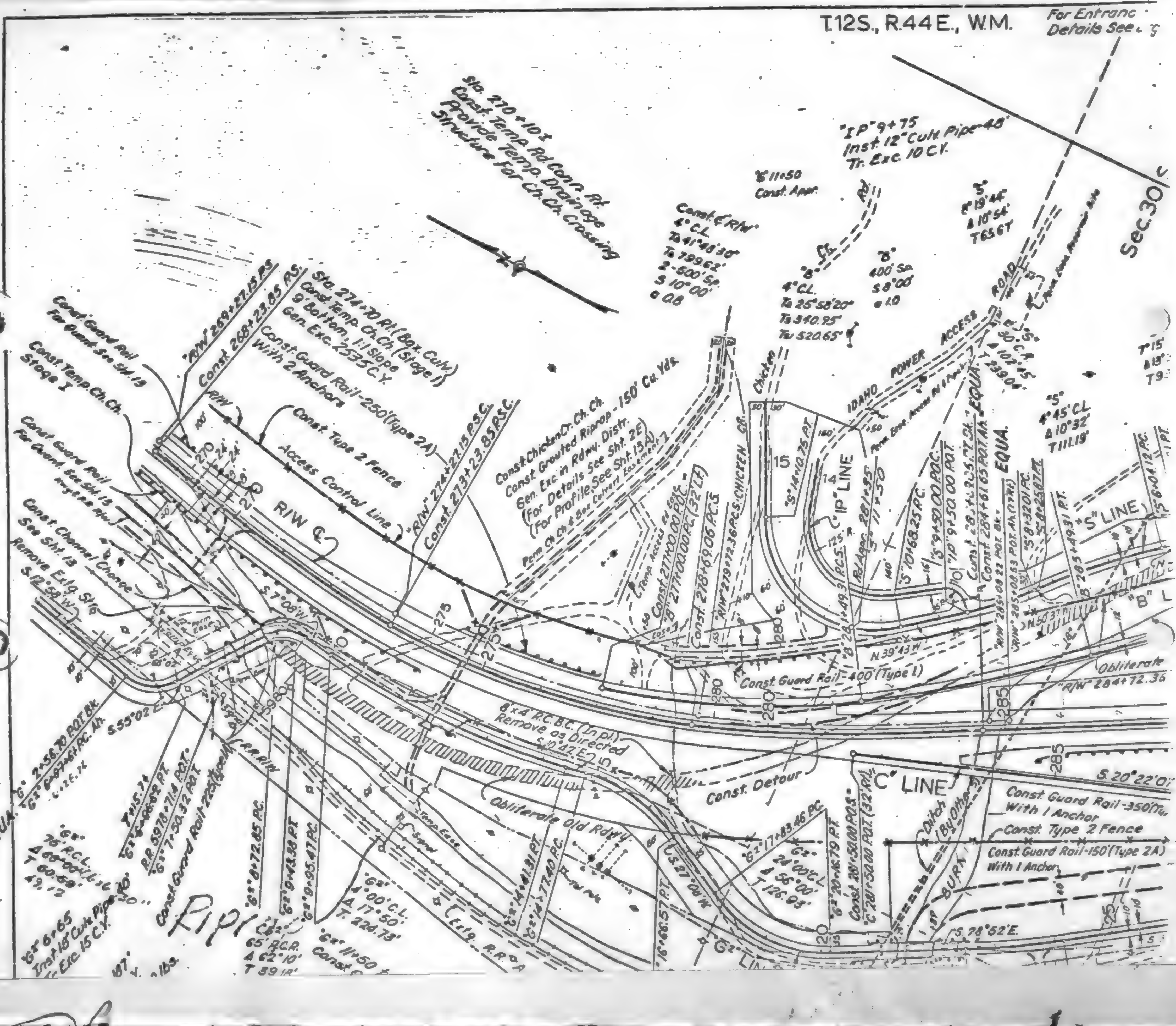
228.96
522.10
$751.06 - Prepare Grade

Foreman & Pickup 24 hrs @ $13.75 = $330.00

12' × 0.25' × 3972' = $\frac{11,916}{27}$ = 440 cy

440 × 1.89 = 830 tons × 2.50 = $2075.00

2,075.00
750.00
330.00
$3155.00 - Shape & Prep [illegible]

T.12S., R.44E., W.M.
For Entranc Details See
Sec.30
Sta. 270+10± Const. Temp. Rd. Conn. Rt. Provide Temp. Drainage Structure For Ch. Ch. Crossing
"IP" 9+75 Inst. 12" Culv. Pipe-48' Tr. Exc. 10 C.Y.
"S" 11+50 Const. Apr.
Const. "E" R/W 4° C.L. Δ 41°48'30" T 799.62' 2-500' Sp. S 10°00' e 0.8
"8" 4° C.L. Δ 25°58'20" Ts 340.95' Tw 520.65'
"8" 400' Sp. S 8°00' e 1.0
"S" 8°19'46" Δ 10°54' T 65.67
"S" 30° C.R. Δ 102°45' T 239.04'
"S" 4°45' C.L. Δ 10°32' T 111.19'
IDAHO POWER ACCESS ROAD
Chicken
CHICKEN CR.
EQUA.
"IP" LINE
"S" LINE
"B" L
"C" LINE
Sta. 274+70 Rt. (Box. Culv.) Const. Temp. Ch. Ch. (Stage I) 9' Bottom, 1:1 Slope Gen. Exc. 2535 C.Y.
Const. Guard Rail-250' (Type 2A) With 2 Anchors
Const. Type 2 Fence
Access Control Line
R/W ℄
"R/W" 269+27.15 P.S.
Const. 268+23.85 P.S.
"R/W" 274+27.15 P.S.C.
Const. 273+23.85 P.S.C.
Const. Chicken Cr. Ch. Ch. Const. Grouted Riprap - 150' Cu. Yds. Gen. Exc. in Rdwy. Distr. (For Details See Sht. 2E) (For Profile See Sht. 13A)
Perm. Ch. Ch. & Box Culvert Easement
Temp. Access Rd. Esmt.
Const. 277+00.00 P.O.C.
"B" 277+00.00 P.C. (32 Lt.)
Const. 278+69.06 P.C.S.
"R/W" 279+72.36 P.C.S. CHICKEN CR.
"S" 14+10.75 P.T.
"B" 281+49.31 P.C.S.
Rd. Appr. 281+35
"S" 11+50
"S" 10+68.25 P.C.
"S" 9+50.00 P.O.C.
"IP" 9+50.00 P.O.T.
Const. 284+30.5.7 P.K.
Const. 284+61.65 P.O.T. Ah.
"R/W" 285+08.22 P.O.T. Bk.
"R/W" 285+08.53 P.O.T. Ah. (17 Rt.)
"S" 8+32.01 P.C.
"S" 8+25.87 P.T.
"B" 285+49.31 P.T.
"S" 6+04.12 P.C.
Perm. Esmt. Access Rd. & Pipe
N 39°43' W
N 58°37' W
Const. Guard Rail - 400' (Type 1)
Obliterate
"R/W" 284+72.36
8'x4' R.C.B.C. (In pl.) Remove as Directed S 40°42' E
S. 20°22'0
Const. Detour
Const. Guard Rail - 350' (Ty... With 1 Anchor
Const. Type 2 Fence
Const. Guard Rail - 150' (Type 2A) With 1 Anchor
Ditch (By Others)
BURN
S. 28°52' E.
"G2" 17+83.46 P.C.
"G2" 24°00' C.L. Δ 56°00' T 126.93'
"G2" 20+16.79 P.T.
Const. 281+50.00 P.O.S.
"C" 281+50.00 P.O.T. (32 Rt.)
S. 27°08' W.
16+66.57 P.T.
"G2" LI
Obliterate Old Rdwy.
Temp. Esmt.
Sand
Extg. R.R.
"G2" 14+41.81 P.T.
"G2" 14+17.40 P.C.
"G2" 4°00' C.L. Δ 17°50' T. 224.73'
"G2" 11+50 ± Const.
"G2" 65' R.C.R. Δ 62°10' T 39.18'
"G2" 9+95.47 P.C.
"G2" 9+43.38 P.T.
"G2" 8+72.85 P.C.
R.R. R/W
S. 7°08' W.
S. 55°02' E.
T 115.74
"G2" 6+86.62 P.T.
R.R. 5978+71.4 P.O.T.
"G2" 7+50.32 P.O.T.
Const. Guard Rail 225' (Type 1)
"G2" 76' R.C.L. Δ 60°00' T 60.69' 49.12
"G2" 6+65 Inst. 18" Culv. Pipe-50' Exc. 15 C.Y.
EQUA. "G2" 2+56.70 P.O.T. Bk. "G2" 6+87.61 P.C. Ah.
Const. Guard Rail For Guard. See Sht. 13
Const. Temp. Ch. Ch. Stage I
Const. Guard Rail For Guard. See Sht. 13
Const. Channel Change See Sht. 13
Remove Extg. Str.
S. 12°58' W.
270
275
280
285
15
14
Riprap
PLANS DETAILS CHECKED L.R.W. 2-11-70

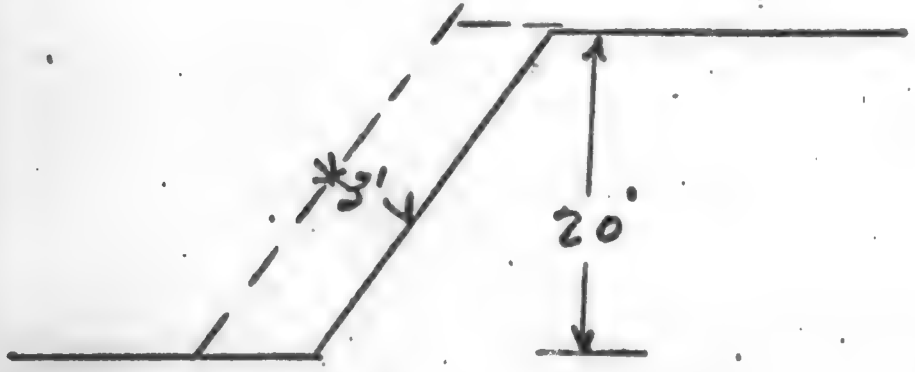
#4

Excavate for Riprap

22 B Dragline 8 hrs x 19.85 = 158.80
Trucks 16 hrs x 11.75 = 188.00
346.80 + 15% = 398.82

Dragline op. 8 hrs x 7.15 = 57.20
Truck Drivers 16 " x 6.33 = 101.28
Oiler 8 " x 6.35 = 50.80
209.28 + 15% + 20% = 288.80

$687.62

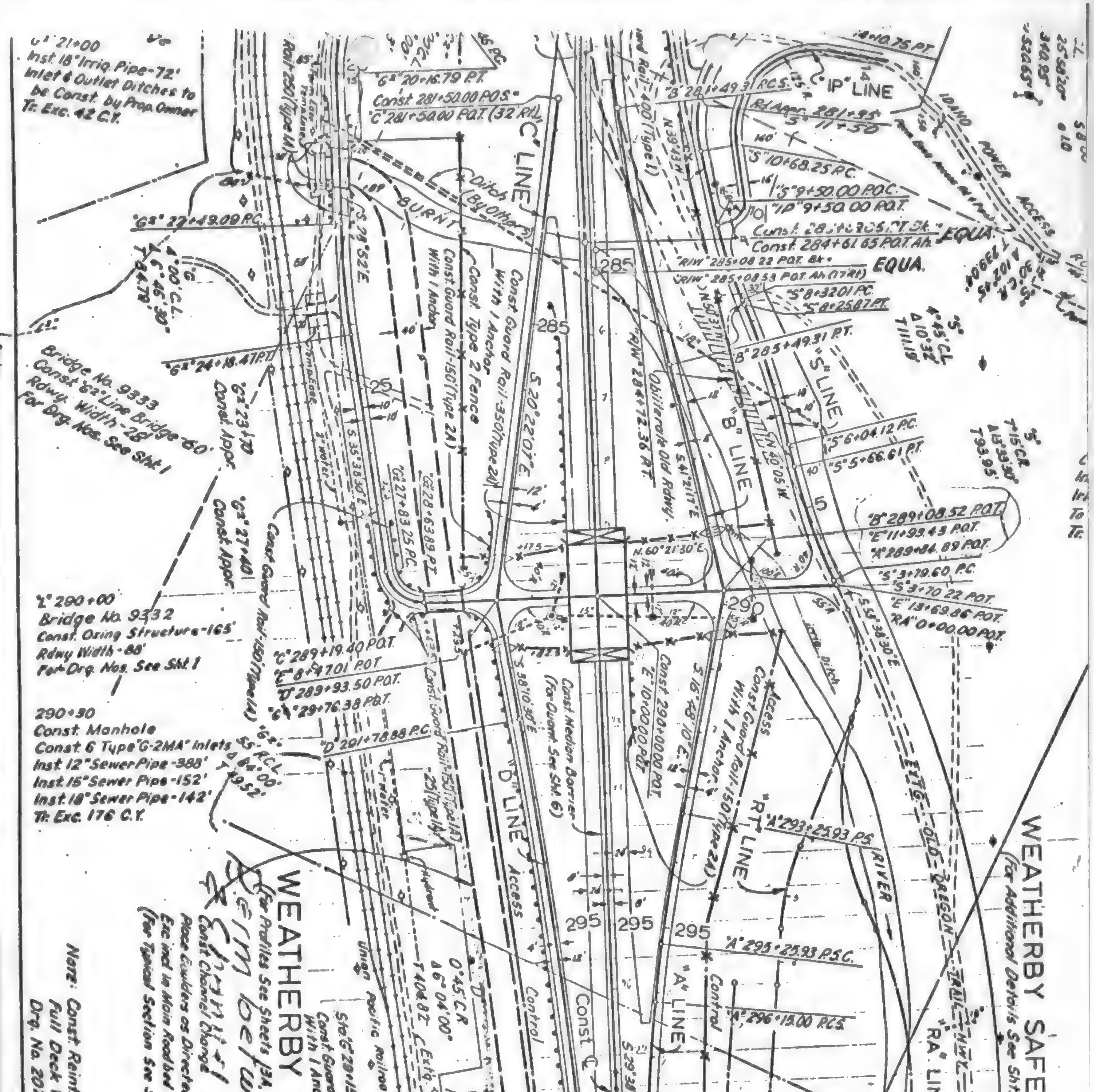


$26' \times 3' \times 50' = \frac{3900}{27} = 150\ cy \times 2.50 = 375.00$

Foreman & Pickup 10 hrs = $ 137.63

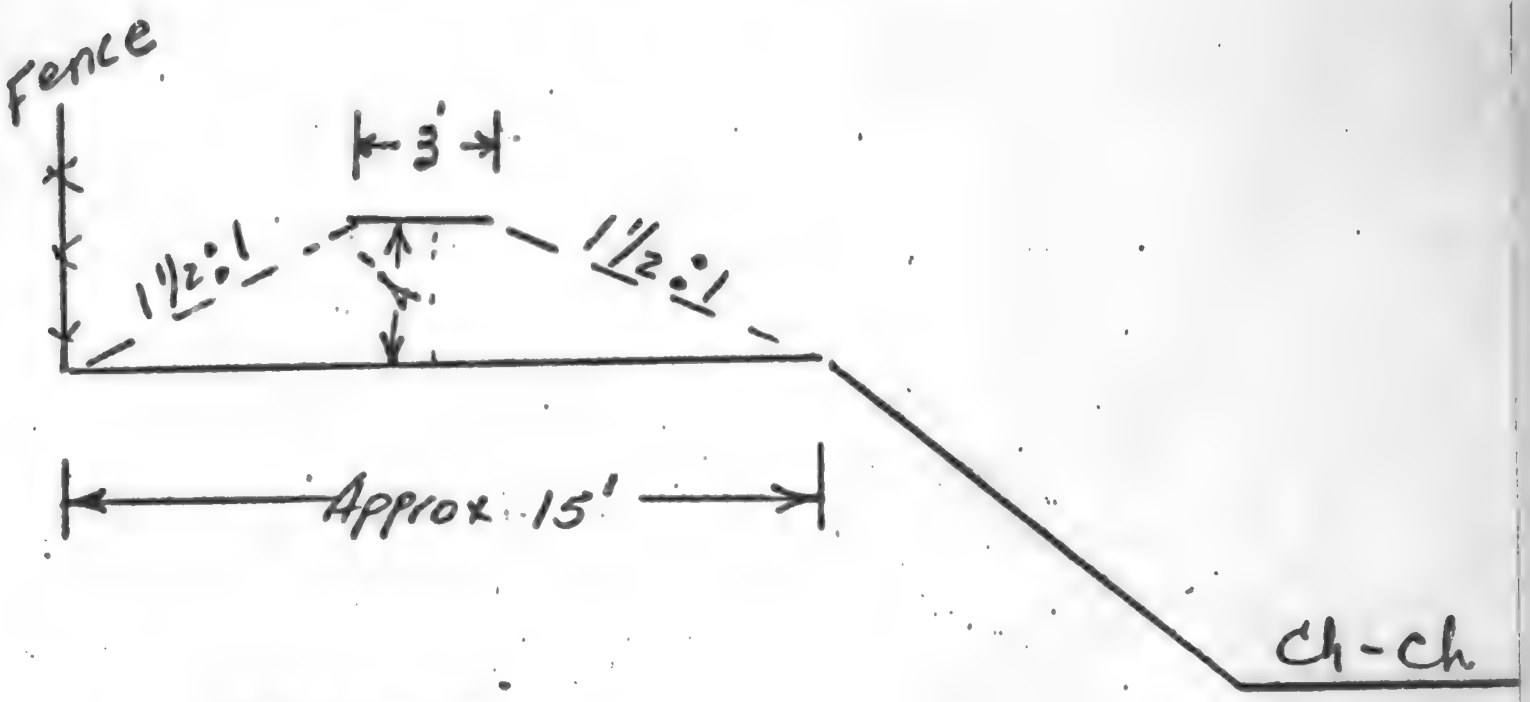
687.62
375.00
137.63
$1200.00

place riprap opposite
chicken Cr. Box Culv.



Rem between RR Bldgs & Channel change

#2



Sta 290+50 — 298+50

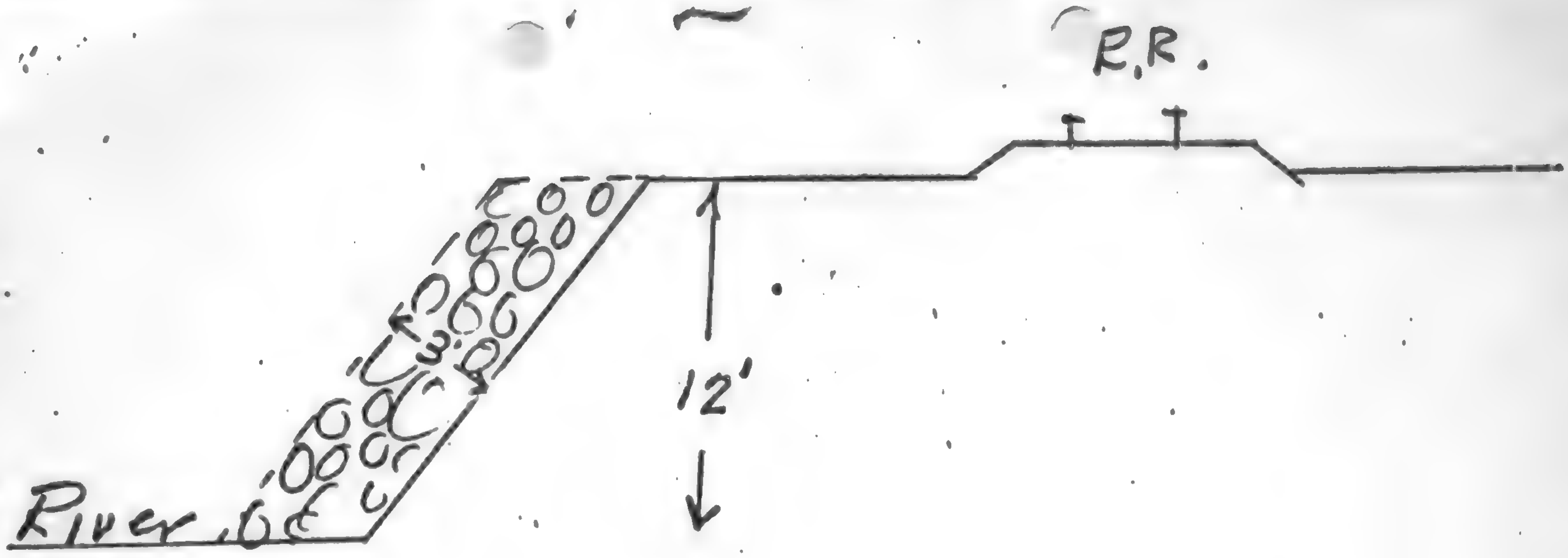
$9 \times 4 \times 800 = \frac{28,800}{27} = 1067$ cy

1067 × \$2.50 = \$ 2667.50

Place berm between R.R. buildings & Channel Change at Weatherby.

Foreman & Pickup 16 hrs × \$13.75 = 220.00

2667.50
220.00
\$2887.50 = Total



Sta 318 - 323

19' x 3' x 500' = $\frac{28,500}{27}$ = 1056 cy

1056 + 10% loss = 1160 cy

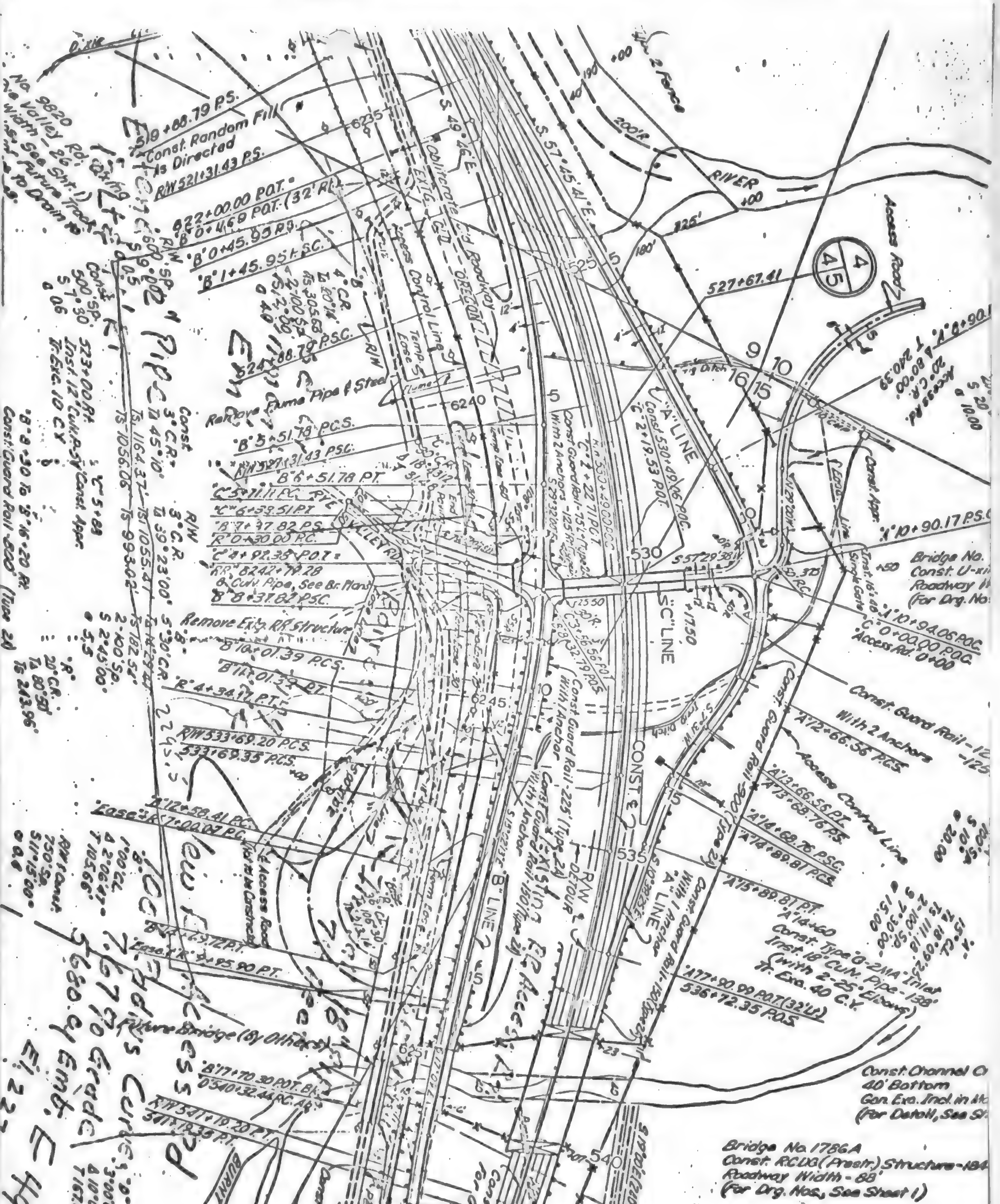
1160 cy x #2.50 = #2,900.00

Riprap easterly bank of R.R. Fill.

Foreman & Pump 16 hrs x 13.75 = #[illegible]

[illegible]

[illegible] — Total


Dixie
No. 9820
Valley Rd.
Const. Random Fill As Directed
R/W 521+31.43 P.S.
519+88.79 P.S.
522+00.00 P.O.T.
'B' 0+4.69 P.O.T. (32' Rt.)
'B' 0+45.95 P.S.
'B' 1+45.95 P.S.C.
524+88.79 P.S.C.
Remove Flume Pipe & Steel
Flume
'B' 5+51.78 P.C.S.
R/W 527+31.43 P.S.C.
'B' 6+51.78 P.T.
'C' 5+11.11 P.C.
'C' 6+53.51 P.T.
'B' 7+37.82 P.S.
'R' 0+30.00 P.C.
'C' 4+92.38 P.O.T.
R.R. 8242+79.28
'B' 8+37.82 P.S.C.
Remove Exist. R.R. Structure
'B' 10+01.39 P.C.S.
'B' 11+01.39 P.T.
'R' 4+34.17 P.T.
R/W 533+69.20 P.C.S.
533+69.35 P.C.S.
'A' 12+58.41 P.C.
Ease. 'R' 7+00.07 P.C.
Access Road
Ease. 'R' 9+95.90 P.T.
Future Bridge (By Others)
'B' 17+70.30 P.O.T. Bk.
R/W 541+10.20 P.T.
541+19.35 P.T.
Const.
3' C.R.
Δ 45°10'
Ts. 1164.37
Ts. 1056.06
R/W
3' C.R.
Δ 39°23'00"
Ts. 1055.47
Ts. 993.02
S 49°26' E
S 57°45'41" E
S 57°29'38" E
Access Control Line
Temp. Ease.
R/W
6235
6240
6245
525
530
535
540
'A' LINE
'C' LINE
'B' LINE
CONST. ℄
R/W & DETOUR
RIVER
200'
180'
225'
9
10
16
15
4
4.5
527+67.41
Access Road
'A' 0+90.
'A' 10+90.17 P.S.C.
'A' 10+94.06 P.O.C.
'C' 0+00.00 P.O.C.
Access Rd. 0+00
Bridge No.
Const. U-
Roadway W
(For Drg. Nos.
Const. Guard Rail - 12
With 2 Anchors
-125
Access Control Line
'A' 12+66.56 P.C.S.
'A' 13+66.56 P.T.
'A' 13+68.76 P.S.
'A' 14+68.76 P.S.C.
'A' 14+89.81 P.C.S.
'A' 15+89.81 P.T.
'A' 14+60
Const. Type 'G-2MA' Inlet
Const. 18" Cul. Pipe - 158'
(with 2-25° Elbows)
Tr. Exc. 40 C.Y.
'A' 17+90.99 P.O.T. (32' Lt.)
536+72.35 P.O.S.
Const. Channel C
40' Bottom
Gen. Exc. Incl. in
(For Detail, See S
Bridge No. 1786A
Const. R.C.U.B. (Prestr.) Structure - 18
Roadway Width - 88'
(For Drg. Nos., See Sheet 1)
Const. Guard Rail - 225' (Type 2A)
With 1 Anchor
Const. Guard Rail - 150' (Type 2A)
With 1 Anchor
Const. Guard Rail - 800' (Type 2A)
523+00 Rt.
Inst. 12" Cul. Pipe
Tr. Exc. 10 C.Y.
'B' 8+30 To 'B' 16+20 Rt.
Const. Guard Rail - 800' (Type 2A)
'R'
20' C.R.
Δ 80°
Ts. 213.96
Const. Appr.
Inst. 18" Cul.
Access Road
Const. Appr.
Ex. Pipe

Pipe
New
R.R. Access
Access Road
7.67 to Grade
5680 cy Emb.
Ei 22 E 49

Form [illegible] #1

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

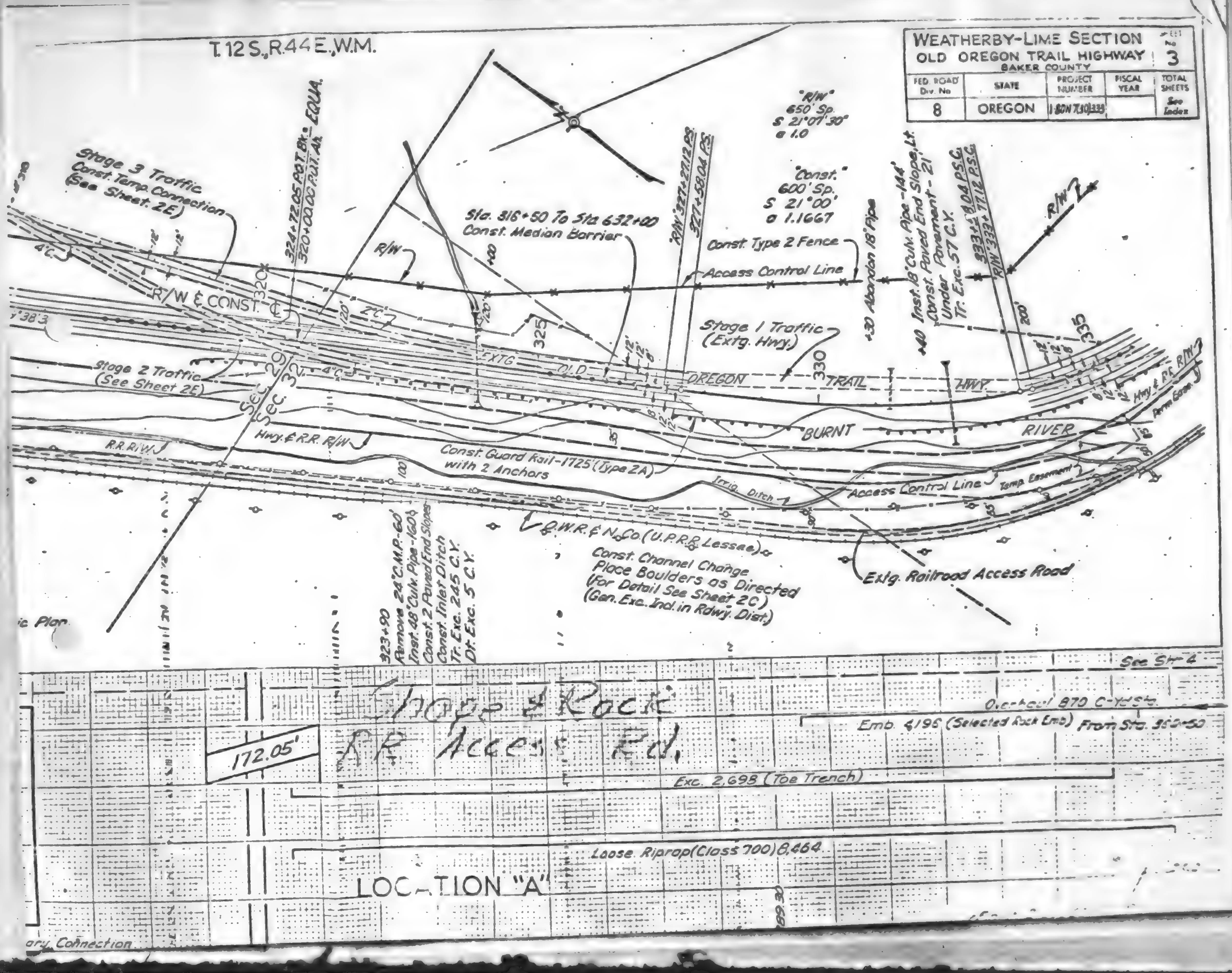
RR Access Rd
Rye Valley

		Net	Allow	Total	Price		
1. Borrow Exc	cy	6366	634	7000	1.50	10,500	00
2. Rock Surfacing	cy	72	8	80	5.00	400	00
3. 18" Culv Pipe	lf.	74	6	80	4.15	332	00
4 12" " "	lf	24	2	26	3.00	78	00
5. Trench Exc	cy	25	5	30	3.00	90	00
6. Revamp Drainage	(Extra Work)					500	00
7. Fencing	(Extra Work)					300	00
						12,200	00
			+12½%			1525	00
			Total			13,725	00

Raise 2 RR utility Poles at R.R. Expense.

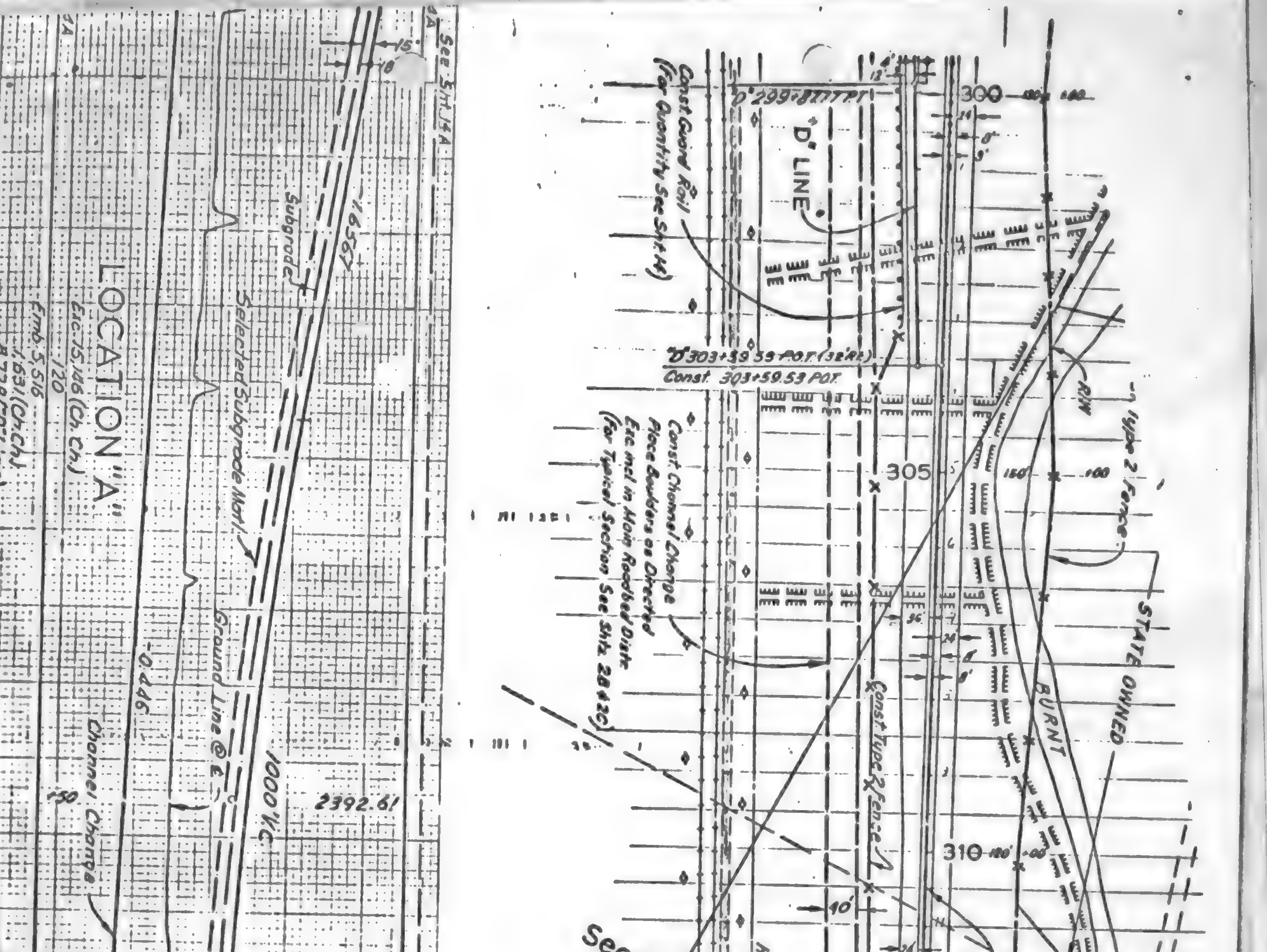
I have the X-Sections in my office.

PB



WEATHERBY-LIME SECTION OLD OREGON TRAIL HIGHWAY BAKER COUNTY				SHEET No
				3
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N 7(10)333		See Index

Slope & Rock
RR Access Rd.


LOCATION "A"
Exc. 15,146 (Ch. Ch.)
120
Emb. 5,516
1,631 (Ch. Ch.)
8,278 ("D" Line)
Exc. 8,535 (Ch. Ch.)
Channel Change
-0.446
Ground Line @ ℄
1000' V.C.
2392.61
Selected Subgrade Mat'l.
Subgrade
1.6567
See Sht. 14A
15'
18'
-0.1364
Finish Grade 32' Rt or Lt
2376.00
(7/29) 327
315+40
Inst. 36" Culv. Pipe-190'
Const. Paved End Slope
Tr. Exc. 170 C.Y.
Extg. Railroad Acc
Const. Guard Rail (For Quantity See Sht. 14)
"D" 299+82.77 P.T.
"D" LINE
"D" 303+59.53 P.O.T. (32' Rt)
Const. 303+59.53 P.O.T.
300
305
310
315
320
Const. Channel Change
Place Boulders as Directed
Exc. incl. in Main Roadbed Dist.
(For Typical Section See Shts. 2B & 2C)
Const. Type 2 Fence
10'
Sec 30
Hwy. & R.R. R/W
U.P.R.R.
Const. ℄
S 29°38'30" E
Const. Median Barrier (For Quantity See Sht. 16)
Extg. Dike
BURNT
RIVER
STATE OWNED
Type 2 Fence
R/W
Access Control Line
Extg. Old Oregon Trail Hwy.
Hwy. R/W
Access C
7
78

5

RECEIVED
AUG 17 1972
FOR FILING

7352

August 15, 1972

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On July 26, 1972, we wrote to you concerning release of final payment on Contract No. 7352 awarded to Gibbons and Reed Company for work on the Weatherby-Lime Section of the Old Oregon Trail in Baker County.

Final payment on this contract is $27,667.34 and the total contract amount is $7,033,752.90 including $68,388.54 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
W. E. Schwartz

7352

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Weatherby - Lime

WEEK ENDING: Final Statement May 20, 1972

SECTION PREFIX: 601-1069

HIGHWAY: Old Oregon Trail

COUNTY: Baker

NAME OF JOB: Weatherby - Lime

KIND OF WORK: Grading, Paving, Structures & Signing

CONTRACTOR: Gibbons & Reed Company

CONTRACT NUMBER: 7352

FEDERAL AID PROJECT NUMBER: I-80N-7(30)333

DATE OF CONTRACT: May 1, 1972

DATE WORK STARTED: June 1, 1972

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 452

CALENDAR DAYS USED: 454

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $8,025,472.94

EXCLUSIVE OF ENGINEERING: $7,455,512.02

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $7,049,989

ESTIMATED PERCENT: XXXXX UNDERRUN 4 %

ENGINEERING AUTHORIZATION: $570,980.92

Cost this week 1,640.20

ENGINEERING COST TO DATE: $617,092.92

PERCENT OF AUTHORIZATION: 108 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

DATE PROJECT WAS COMPLETED: March 2, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100	±	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.86	5.86		5.86	5.86
MILES PARTIALLY COMPLETED	XXXXX	XXXXX		XXXXX	XXXXX
MILES COMPLETED	5.86	5.86		5.86	5.86
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,897,000cy	122,100 ton		87,000 ton	117,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	2,402,840cy	110,030 ton		69,825 ton	100,672 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,402,840cy	110,030 ton		69,825 ton	100,672 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9820	1781A	1783A	1786A	1787A	2203A	9375	9394	459	435	R. C. B. C. Jordan Cr.
PERCENT	100	100	100	100	100	100	100	100	100	100	100

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	14	Fair	0		
MONDAY	15	Fair	0		
TUESDAY	16	Fair	0		
WEDNESDAY	17	Fair	0		
THURSDAY	18	Fair	0		
FRIDAY	19	Pt. Cloudy	0		
SATURDAY	20		0		

RECEIVED
MAY 22 1972
CONSTRUCTION SECTION

Hussey
Bond
Walker
Johnsen
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No Activity
MONDAY 15	Worked on Semi Final
TUESDAY 16	Worked on Semi Final
WEDNESDAY 17	Worked on Semi Final
THURSDAY 18	Worked on Semi Final
FRIDAY 19	Worked on Semi Final
SATURDAY 20	No Activity

REMARKS

Semi Final estimate was submitted to the regional office on Friday of This week.

SIGNED ______________ LOCATION Ontario
C. D. Hiatt, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

BP-F216

BURNT RIVER
Soil and Water Conservation District
BAKER, OREGON 97814

7352

May 19, 1972

Mr. F. B. Klaboe, Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

Mr. Schwartz and Mr. Blickenstaff met Jess Cartwright and me at the Weatherby construction area last week. Together we examined and discussed the Burnt River channel problems relating to the construction of the freeway.

In addition to the erosion of the section of new channel at Weatherby, we viewed a channel restriction created at Nelson Point.

We felt that your department representatives, Mr. Schwartz and Mr. Blickenstaff, were most cooperative. They assured us that the river channel problems would be studied so as to install adequate corrective measures.

Your response to these particular concerns of the people of our Soil and Water Conservation District is certainly appreciated.

Sincerely,

Walter Shumway

Walter Shumway, Chairman

cc:
W. E. Schwartz, Reg. Engr.,
State Highway Dep't., La Grande

L. V. Blickenstaff, Res. Engr.,
State Highway Dep't., Baker

Bud F. A. Svalberg, Director
State Soil & Water Conservation Comm., Salem

NOTED
F. B. KLABOE

RECEIVED
MAY 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR FILING

Gen'l file,

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7352

April 25, 1972

Mr. Jack Sollis
Assistant Attorney General
Trial Division
Department of Justice
100 State Office Building
Salem, Oregon 97310

RE: Weatherby-Lime Section
Reiber Complaint
Contract No. 7352

NOTED
A. E. JOHNSON

Dear Mr. Sollis:

Under date of April 12, 1972, you forwarded a copy of a letter from Mr. Carl Burnham, Attorney for Mrs. Elvira May Reiber, concerning alleged flooding of property owned by Mrs. Reiber as a result of our highway construction.

I have a report from the Region Office, a copy of which is attached, which seems to indicate that although the construction itself probably had little if any effect to cause the alleged erosion, there may have been a contributing factor in that a 60-inch culvert pipe installed by the contractor for a stream crossing above the railroad bridge washed out and became lodged in such a position as to possibly direct the current into the stream bank in the presently eroded area. The report from the Region office dated April 21 indicates that some corrective work has been done in the placing of approximately 300 cubic yards of riprap material along the eroded bank which should satisfy the Reiber complaint.

Would you please contact Mr. Burnham and determine if the work accomplished satisfies the complaint or if other work or compensation is demanded.

We have a 1"=100' uncontrolled aerial mosaic available if you wish to see it.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

C. T. Keasey
Construction Engineer

RECEIVED
APR 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CTK:fw
Enc.
bc: A. E. Johnson
W. E. Schwartz

Form E-123

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 21, 1972

Routing
Keasey
Bond
Walker
Johnson
RECEIVED
APR 24 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

SUBJECT: Weatherby-Lime Section
Reiber Complaint
Contract 7352
Baker County

To: Mr. C. T. Keasey
Construction Engineer
Salem, Oregon

Reference is made to your letter of April 13 concerning a claim by Mrs. Reiber and being handled by Jack Sollis, and the Reiber's attorney Carl Burnham.

Attached is all past correspondence and information concerning this claim.

We had originally indicated to Mr. Burnham that we did not feel that the State was obligated to take any corrective steps. It appears to us that the channel work done under the contract would not affect the area down stream as alleged in the complaint.

Attached you will find a copy of the construction plans which indicates the channel change and other construction work in the area, and also the location of the alleged erosion.

I recently discussed this with the Resident Engineer, and he indicated that after the recent high water runoff in the Burnt River, additional erosion occurred on the Reiber property and he instructed the Contractor to place rip rap in the area. This rip rap work began the 22nd of March of this year and probably will be completed today having been worked on off and on since March 22. It is estimated that about 300 c.y. of rip rap material was placed on the banks of the Burnt River. It would appear to this office that the placing of this rip rap will satisfy the Reiber complaint.

I might add that just down stream, the State owns property as a material site acquired many years ago along on both sides of the Burnt River, and the Reibers have been using this property for apparently a number of years for the raising of hay and the grazing of stock. They are only using a small portion of the State's holding.

Also attached is a 1964 aerial mosaic which shows this area.

If you desire anything further, please advise.

W. E. Schwartz
Regional Engineer

By

Alfred Shirley Jr.

Alfred Shirley, Jr.
Regional Construction Engineer

ASJ/bv
Attachments

E. C. LANG

NOTED
W. E. SCHWARTZ

NOTED
D. D. ALLEN

NOTED
A. SHIRLEY

NOTED
C. O. FREDRICKSON

97PM

ONT LAG 13 1-3-72 2.53 PM

C D HIATT

HAS BURNHAM BEEN ADVISED IN ACCORDANCE WITH OUR TT 17 OF 12-14-71. PLEASE ADVISE.

AL SHIRLEY
DV309

1/5/72
T. Pierce advised Burnham w/ letter on 12/15/71
BR

NOTED
H.S. COULTER

NOTED
A. SHIRLEY

NOTED
R. HECTOR

9EPM

ONT LAG 12-14-71 174 4.21 PM

E S THOMPSON

PLEASE ADVISE ATTORNEY BURNHAM THAT REIBER PROPERTY ALLEGED DAMAGE HAS BEEN INVESTIGATED AND STATE DOES NOT CONSIDER THAT IT HAS AN OBLIGATION TO MAKE ANY REPAIR.

ALFRED SHIRLEY
5V303030

Bud, —
Suggest you follow up to be sure Burnham was contacted. —
HSC

NOTED
A. SHIRLEY

9

LAG LRW 32 12-13-71 2-15 PM

XXR

ALFRED SHIRLEY

RETAL LAG 139

STATE OWNS 6.47 ACRES. COPY OF DEED TAGGED IN TONIGHTS MAIL.

EARL F SALING

GV

¾&9

L[illegible] CON 4 12-13-71 9.40 [illegible]

BUD SHIRLEY

REGARDING YOUR RECOMMENDATION ON REIBER COMPLAINT, PROCEED AS YOU HAVE SUGGESTED.

MORGAN

FRJ&.

NOTED
A. SHIRLEY

9LRM

LRW LAG 139 12-13-71 8.53 AM

EAR SALING

RE WAS GRAVEL PIT, FILE 6-375-15 GP OLD OREGON TRAIL HIGHWAY
RIEBER WAS OWNER

OUR FILE SHOWS OPTION, BUT NO DEED SHOWN ON DRG 1R-1-1306
PLEASE ADVISE.

ALFRED SHIRLEY
BV¼4.

NOTED
A. SHIRLEY

9CNM

CON LAG 127 12-10-71 4.55 PM

F D MORGAN

RE CLAIM FOR DMXX DAMAGE TO REIBER PROPERTY, WEATHERBY-LIME SECTION

PROPOSE TO INSTRUCT RES ENGINEER TO ADVISE CLAIMANT THAT WE DO NOT FEEL STATE HAS AN OBLIGATION TO KERBXIXXKK REPAIR ALLEGED DAMAGE TO PROPERTY.

SHIRLEY
SH$^{17}_{88}$.

NOTED
C. O. FREDRICKSON

9CNM

CON LAG 36 12-8-71 8.31 AM

NOTED
A. SHIRLEY

JOHN BOND

PICTURES SHOWING CHANNEL DAMAGE TO RIEBER PROPERTY ARE EVIDENTLY IN TEABEAU,S OFFICE IN SALEM.

MORGAN
BV$\overset{17}{88}$.

Flooding
Kuebler Property

NOTED
R. HECTOR

OREGON STATE
HIGHWAY DEPARTMENT
Ontario, Oregon
December 1, 1971

Yturri, O'Kief, Rose & Burnham
Attorneys At Law
89 S. W. Third Avenue
Ontario, Oregon 97914

RE: Weatherby - Lime Section
Old Oregon Trail Highway
Baker County
Contract No. 7352

Attention: Mr. Carl Burnham, Jr.

Dear Sir;

We acknoledge your letters of May 18, 1971 and November 26, 1971 and this matter has been investigated and referred through channels to our central office for determination.

I am requesting that a determination of our responsibility be immediately made so that I can give an answer by December 15, 1971.

Very truly yours;

E. S. Thompson
E S Thompson
Resident Engineer

cc: H. S. Coultor

YTURRI, O'KIEF, ROSE & BURNHAM
ATTORNEYS AT LAW
YTURRI BUILDING
88 S.W. THIRD AVENUE
ONTARIO, OREGON 97914

ANTHONY YTURRI
JOHN C. O'KIEF
GENE C. ROSE
CARL BURNHAM, JR.

AREA CODE 503
889-5366

November 26, 1971

Mr. E. S. Thompson
Resident Engineer
Oregon State Highway Department
Ontario, Oregon 97914

Re: Weatherby-Lime Section
Old Oregon Trail Highway
Contract No. 7352

Dear Mr. Thompson:

On May 20, 1971, you wrote this office and indicated that you would make an investigation concerning the damage done to the Reiber property by the relocation of the Burnt River as a result of the road construction in the Lime Canyon.

Since that time I have not heard from you, and Mr. Dwight Langley recently advised me that you had not taken any action to correct the problem. Mr. Langley further advised me that in his opinion a few loads of crushed rock would hold the river bank and alleviate the problem and future damage to the Reiber land.

I would appreciate it very much if you would complete your investigation and if you agree with Mr. Langley, dump a few loads of rock onto the river bank to prevent future damage to the Reiber property. If the State Highway Department is unwilling to do this, then you will leave me no alternative but to file a formal motion with the Oregon State Highway Department and commence suit if the condition is not corrected.

Very truly yours,

YTURRI, O'KIEF, ROSE & BURNHAM

By Carl Burnham

CB:amb
cc: Mr. Dwight Langley
Route #1
Huntington, Oregon

RECEIVED
NOV 30 1971
E. S. THOMPSON
RES. ENGR.

FORM 2-30 (10-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2 . 71

REC'D DIV. OFFICE
LA GRANDE

Salem, Oregon
June 22, 1971

SUBJECT: Flooding Rieber Property
Weatherby-Lime

To:

Mr. H. S. Coulter
Regional Engineer

LA GRANDE

Attention: Mr. C. O. Fredrickson

NOTE
[illegible]

Attached is a report by R. L. Lenz concerned with flooding of the Rieber property on the Weatherby-Lime Section. The project is self-explanatory.

W. H. Tebeau ia

W. H. Tebeau
Asst. Program and Planning Engineer

Attachment

WHT:ia

NOTED
C. O. FREDRICKSON

cc Thompson
For your info and/or comments
R. H.
6-23-71sh

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1971

SUBJECT: Flooding of Rieber Property
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County

To: MEMO TO THE FILE

Aerial photos taken during 1954, 1956, 1964, and 1969 indicate that there has been a considerable amount of channel movement both downstream and upstream from the eroded area. The area, in question, appears distinctive on all of the photographs and shows no evidence of erosion in the past 15 to 17 years -- which is unusual since the channel downstream has shown a steady progression toward the hill on the west.

The photos also show that the river has had channels through the area and the topography of the flood plain through the eroded area indicates this to be an overflow channel during exceptional high waters. Current construction plans show a channel change through the new structure that would remove two protruding points of land on opposite banks of the stream -- one downstream from the other; the resident engineer informed me that they had not as yet made this change. Had this been done, it could have been a contributing factor to the erosion. He did mention that just prior to the flooding the contractor had placed a 60-inch CMP in the channel upstream from the railroad bridge with the intention of developing a crossing for his equipment. When the flood came along this culvert was washed out and carried through the railroad structure to become lodged downstream at an angle to the normal stream flow. Similar conditions involving logs and snags have been known to cause enough change in the flow patterns even along the banks of large rivers to cause a considerable amount of erosion and the formation of new channels. It is probable that the displaced culvert played a significant part in the erosion of an otherwise stable condition.

Not having personally viewed the condition, but using color photographs taken by the resident engineer along with the aerial photos, I have drawn the conclusion that the main reason the eroded area has not been affected before is that the northerly abutment of the railroad structure and the brush along the bank west of the railroad had formed a protective shield against the current by diverting the current away from the point. One condition that always appears in the aerial photos is a gravel bar on the inside of the bend in the river -- a particularly large bar was formed during this current flood which could have forced the current against the affected area. This erosion may have occurred as a natural progression of the river toward the hill aided by the formation of the gravel bar; the culvert that was lodged downstream of the railroad could have played an important part in diverting the current toward the area and causing the gravel bar to extend further into the normal flow of the stream. The path of the current has been changed dramatically from its previous course -- by something.

The long channel change between Sta. 492 to 524 upstream from the affected area may have influenced this condition but unless there has been a dramatic change in the river channel downstream from this channel change, I would have to discount this theory. I believe that a personal view of the condition is warranted before a final analysis. It would appear that the eroded condition could be repaired and stabilized with a minimum of effort -- removal of the gravel bar, backfilling the eroded area with the gravel topped off with topsoil and the bank protected with Class 100 riprap.

Richard L. Lenz
Hydraulics Engineer

RLL:bb
6/18/71

June 7, 1971

Yturri, O'Kief, Rose & Burnham
Attorneys at Law
Yturri Building
89 S. W. Third Avenue
Ontario, Oregon

Attention Mr. Carl Burnham, Jr.

Gentlemen:

We have received a copy of the letter which your firm wrote to Tom Thompson, resident engineer in Ontario, dated May 18, 1971.

We are investigating the alleged flooding condition and will contact your office when this investigation is complete.

Yours truly,

H. S. Coulter
Regional Engineer

By

C. O. Fredrickson
Regional Construction Engineer

COF:sh

NOTED
C. O. FREDRICKSON

La Grande, Oregon
June 7, 1971

NOTED
H. S. COULTER

Mr. L. N. Young
Program and Planning Engineer

S A L E M

Attention W. H. Tebeau

Flooding of Rieber Property
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Contract No. 7352

We are enclosing a copy of a letter from Yturri, O'Kief, Rose & Burnham, Attorneys at Law in Ontario, dealing with a flooding condition on property belonging to the George Rieber Estate. We are also enclosing a copy of a letter from E. S. Thompson, resident engineer on the subject project, dealing with his investigation of this problem, and 18 pictures which he has taken in the area.

Please provide this office with your comments so that we may answer the attorneys. We are enclosing a copy of the letter which we have written to the attorneys indicating that the problem would be investigated.

H. S. Coulter
Regional Engineer

By

C. O. Fredrickson
Regional Construction Engineer

COF:sh
Attachments

9PRM

9IPM

ONT LAG 8 6-1-71 2.50 PM

E S THOMPSON

RE FLOODING OF RIEBER PROPERTY

PLEASE SEND COPY OF LETTER FROM XEXXEXXXXXXXEXXXXX, ATTORNEY CARL BURNHAM, JR TO THIS OFFICE.

C O FREDRICKSON
SH3030

FORM 2-30 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
May 27, 1971

NOTED

1 1971
REC'D DIV. OFFICE
LA GRANDE

SUBJECT: Flooding Of Rieber Property
Weatherby-Lime Section
Contract No. 7352

To: H. S. Coulter
Regional Engineer
La Grande

We have completed an investigation of the flooding of land leased by Dwight Langley as referred to by Attorney Carl Burnham, Jr. in his letter of May 18, 1971. This letter is quite vague as to the location and nature of the complaint. Mr. Langley has also complained of water at another location. Dwight Langley had informed me prior to receiving this letter that he thought the construction of our structure No. 1786A, station 539, had changed the current of the river causing erosion of the field. This erosion occurred approximately 550 feet downstream from our new structure. At this point the river makes a 70 degree bend. It should be pointed out that as of this date no change has been made in old channel. Footings of bents 2 & 3 of the new structure were excavated in the banks of the old channel and riprap was placed at bent 3. Water passes under existing highway and railroad structures at 170 & 270 feet respectively from the west side of our new structure.

An inspection of the area reveals that the high water of April 9 & 10 hit the bend of the river, overflowing the bank and followed a well defined path across the field in the same manner as have high waters of the past. This path can clearly be seen by pictures number 9, 10 & 11. This path quite probably was at one time the main channel of the river. Pictures number 7 & 8 indicate this area has been filled in by gravel at some time.

Despite Vernal Moore's report on gauge readings of this high water, old time residents of the area, including Mr. Harland Langley, have stated that the water was the highest they have ever seen on Burnt River. The resulting erosion at this location was found to be similar to other areas up and down the stream where sharp bends of the stream exist.

We are submitting with this report 13 pictures of this and other areas supporting our contention that the damage was a direct result of high water. Many other areas exist that pictures could have been taken.

E. S. Thompson
E S Thompson
Resident Engineer

SP*52675-736

OREGON STATE
HIGHWAY DEPARTMENT
Ontario, Oregon
May 20, 1971

MAY 24 1971
REC'D DIV OFFICE
LA GRANDE

NOTED
R. HECTOR

Yturri, O'Kief, Rose & Burnham
Attorneys at Law
89 S.W. Third Avenue
Ontario, Oregon 97914

RE: Weatherby-Lime Section
Old Oregon Trail Highway
Contract No. 7352

NOTED
A. SHIRLEY

Attention: Mr. Carl Burnham, Jr.

Dear Sir:

We acknowledge receiving your letter of May 18, 1971 regarding a flooded area on the Rieber property.

We will make an investigation of this situation and it's relationship to our construction of the Weatherby-Lime Section and transmit our findings to our Regional Office for determination.

Very truly yours,

E S Thompson

E. S. Thompson

Resident Engineer

cc: H. S. Coulter w/attach. ✓

Flooding of Rieber property
Weatherby - Lime Sec

YTURRI, O'KIEF, ROSE & BURNHAM
ATTORNEYS AT LAW
YTURRI BUILDING
88 S.W. THIRD AVENUE
ONTARIO, OREGON 97914

ANTHONY YTURRI
JOHN C. O'KIEF
GENE C. ROSE
CARL BURNHAM, JR.

AREA CODE 503
889-5366

NOTED

May 18, 1971

3 - 1971
REC'D DIV. OFFICE
LA GRANDE

Mr. Tom Thompson
Oregon State Highway Dept.
359 S. W. 4th Avenue
Ontario, Oregon 97914

Dear Mr. Thompson:

This office represents Earl Flock, the Personal Representative of the George Rieber Estate. Mr. Rieber owned property which is presently leased to Dwight Langley.

We understand from Mr. Langley that the highway construction between Huntington and Baker has caused a change in the Burnt River which has flooded a 60 x 100 foot strip of the Rieber property. I believe you talked to Mr. Langley in this connection.

Unless immediate measures are taken to prevent damage to the Rieber land, you will leave us no alternative but to ask for an injunction preventing the State of Oregon from flooding the property or in the alternative to pay damages for the loss of use of the land and any permanent damage which results to the land.

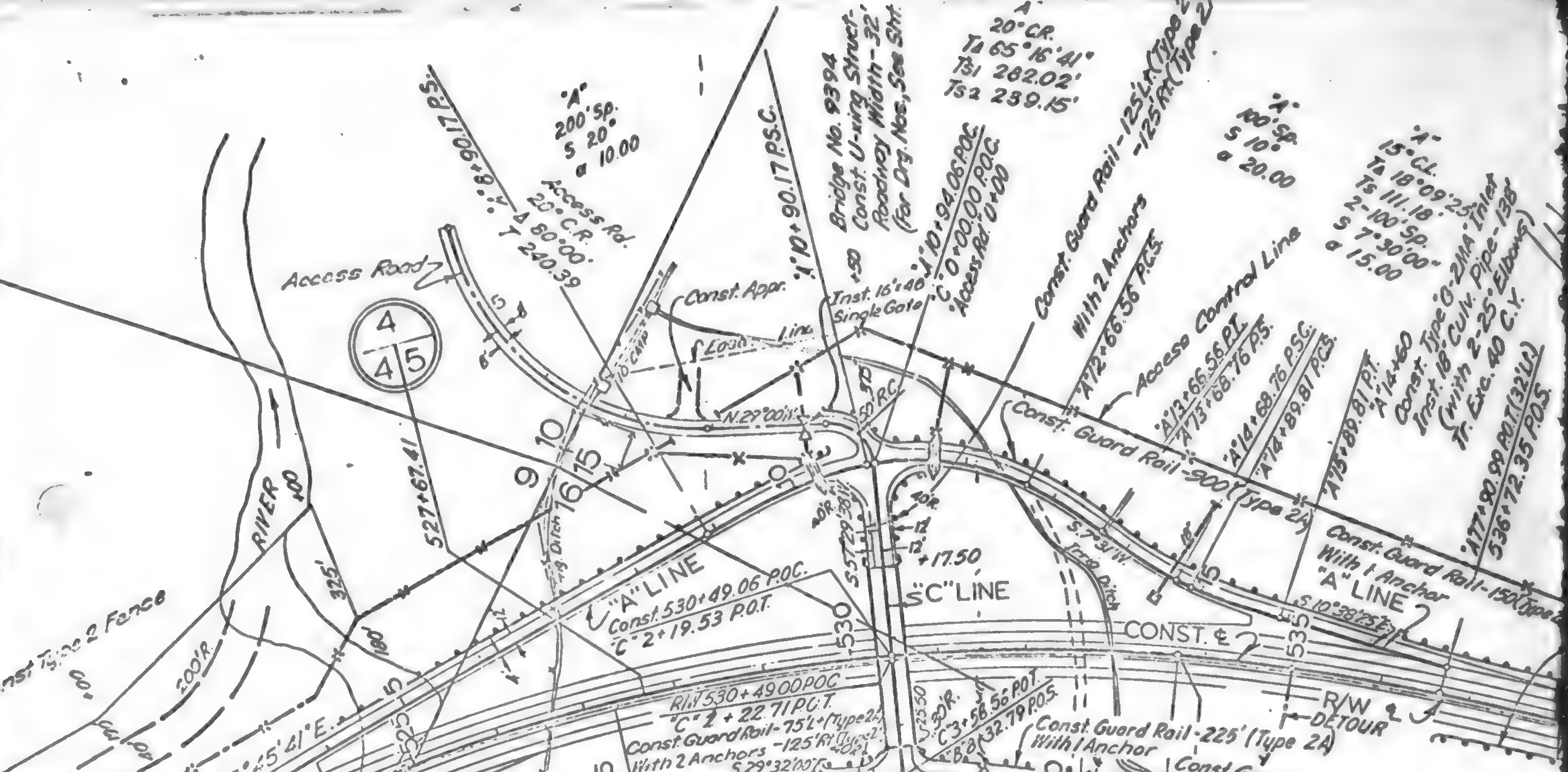
Very truly yours,

YTURRI, O'KIEF, ROSE & BURNHAM

by Carl Burnham J.

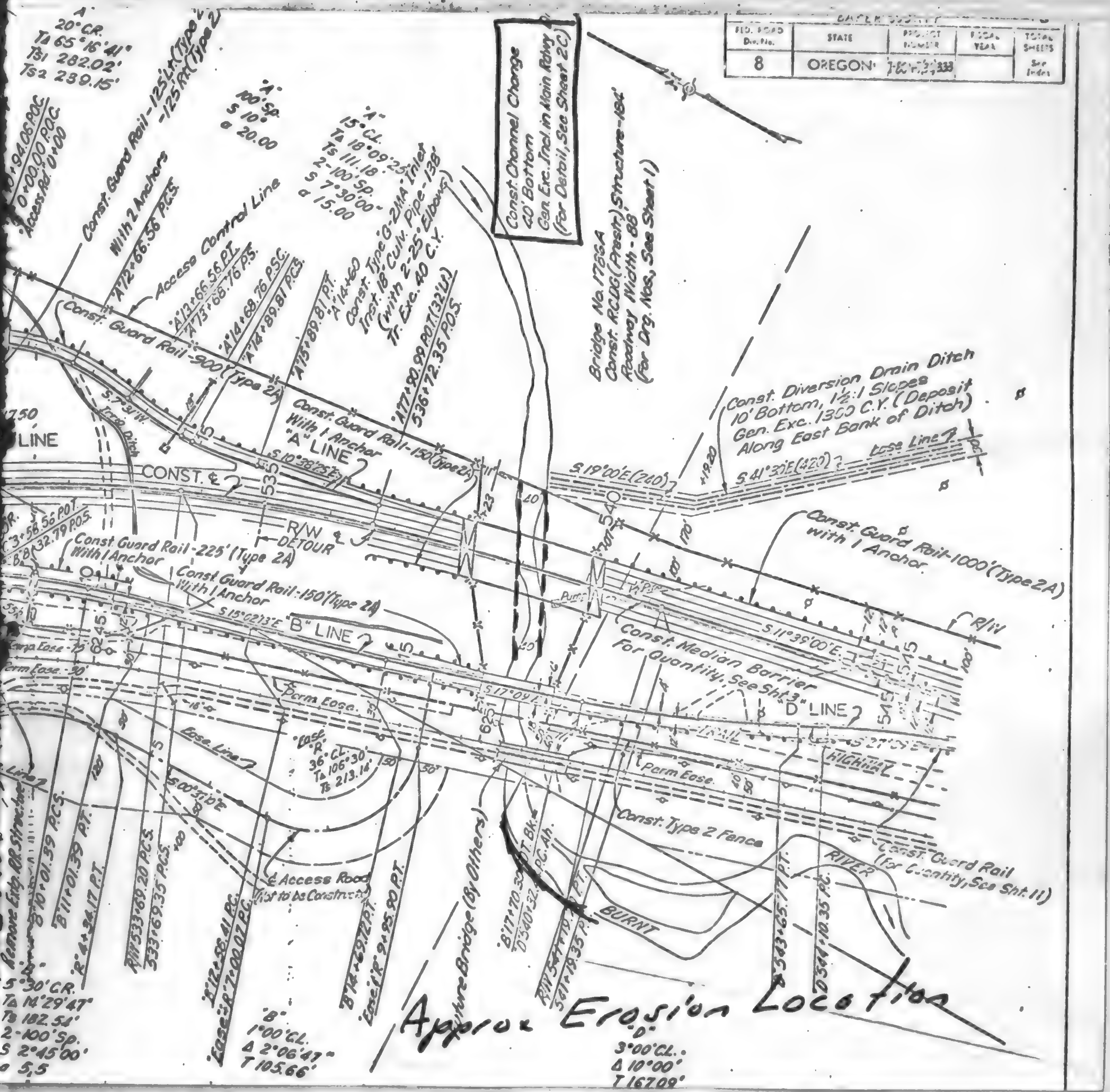
CB:dlw

RECEIVED
MAY 19 1971
E. S. THOMPSON
RES. ENGR.


"A"
200' Sp.
S 20°
a 10.00
Access Rd.
20° C.R.
Δ 80°00'
T 240.39
'A' 8+90.17 P.S.
'A' 10+90.17 P.S.C.
Bridge No. 9394
Const. U-xing Struct.
Roadway Width - 32'
(For Drg. Nos, See Str.
'A' 10+94.06 P.O.C.
'C' 0+00.00 P.O.C.
Access Rd 0+00
"A"
20° CR.
TΔ 65°16'41"
Ts1 282.02'
Ts2 239.15'
Const. Guard Rail - 125' Lt (Type 2)
- 125' Rt. (Type 2)
With 2 Anchors
'A' 12+66.56 P.C.S.
"A"
100' Sp.
S 10°
a 20.00
Access Control Line
'A' 13+66.56 P.T.
'A' 13+58.76 P.S.
'A' 14+58.76 P.S.C.
'A' 14+89.81 P.C.S.
'A' 15+89.81 P.T.
"A"
15° CL.
TΔ 18°09'25"
Ts 111.18'
2-100' Sp.
S 7°30'00"
a 15.00
'A' 14+60
Const. Type G-2MA Inlet
Inst. 18" Culv. Pipe - 138'
(with 2-25° Elbows)
Tr. Exc. 40 C.Y.
'A' 17+90.99 P.O.T. (32' Lt.)
536+72.35 P.O.S.
Access Road
4
4 | 5
Const. Appr.
Inst. 16' x 46"
Single Gate
Ease. Line
N. 29°00' E.
50' R.C.
Const. Guard Rail - 900' (Type 2A)
Const. Guard Rail - 150' (Type 2)
With 1 Anchor
"A" LINE
S 10°38'25" E.
S. 7°31' W.
Imp. Ditch
9
10
16
15
527+67.41
RIVER
100
325'
200' R.
Const. Type 2 Fence
100'
"A" LINE
Const. 530+49.06 P.O.C.
'C' 2+19.53 P.O.T.
S. 57°45'41" E.
"C" LINE
+17.50
CONST. ℄
530
R/W
DETOUR
R/W 530+49.00 P.O.C.
'C' 2+22.71 P.O.T.
Const. Guard Rail - 75' Lt. (Type 2A)
With 2 Anchors - 125' Rt. (Type 2)
S. 29°32'00" E.
'C' 3+56.56 P.O.T.
'B' 8+32.79 P.O.S.
Const. Guard Rail - 225' (Type 2A)
With 1 Anchor
Const. Guard Rail - 150' (Type 2A)
With 1 Anchor
S 15°02'13" E.
"B" LINE
525
5
Temp. Ease. - 60'
Perm. Ease. - 30'
Temp. Ease. - 75'
Perm. Ease. - 30'
Perm. Ease.
Ease.
"R"
36° CL.
TΔ 106°30'
Ts 213.14'
S. 49°46' E.
Obliterate Old Roadway
OLD OREGON
EX'G.
Access Control Line
Temp. Ease.
R/W
End Paving
VALLEY RD.
Ease. Line
Ease. Line
S 00°31' E.
℄ Access Road
(Not to be Constructed)
6240
635
"B"
4° C.R.
TΔ 20°14'
Ts 305.63
2-100' Sp.
S 2°00'
a 4.0
519+88.70 P.S.
Const. Random Fill
As Directed
R/W 521+31.43 P.S.
522+00.00 P.O.T.
'B' 0+41.69 P.O.T. (32' Rt.)
'B' 0+45.95 P.S.
'B' 1+45.95 P.S.C.
524+88.79 P.S.C.
Remove Flume Pipe & Steel
'B' 5+51.78 P.C.S.
R/W 527+31.43 P.S.C.
'B' 6+51.78 P.T.
'C' 5+71.11 P.C.
'C' 6+33.51 P.T.
'B' 7+37.82 P.S.
'R' 0+30.00 P.C.
'C' 4+92.38 P.O.T.
R/W 6+42 P.O.T.
8" Culv. Pipe, See Br. Plans
'B' 8+37.82 P.S.C.
Remove Extg. RR Structure
'B' 10+01.39 P.C.S.
'B' 11+01.39 P.T.
'R' 4+34.17 P.T.
R/W 533+69.20 P.C.S.
533+69.35 P.C.S.
'R' 1+46.41 P.C.
'Ease.' 'R' 7+00.00 P.C.
'B' 14+69.72 P.T.
'Ease.' 'R' 9+95.90 P.T.
R/W
600' Sp.
S 9°00'
a 0.5
Const.
3° C.R.
TΔ 45°10'
Ts1 1164.37'
Ts 1056.06'
R/W
3° C.R.
TΔ 39°23'00"
Ts1 1055.47'
Ts 993.02'
5°30' C.R.
TΔ 14°29'47"
Ts 182.54'
2-100' Sp.
S 2°45'00"
a 5.5
"B"
1°00' CL.
Δ 2°06'47"
T 105.66'
Const.
600' Sp.
523+00 Rt.
℄ "C" 5+89
℄ Const. Appr.
O'xing

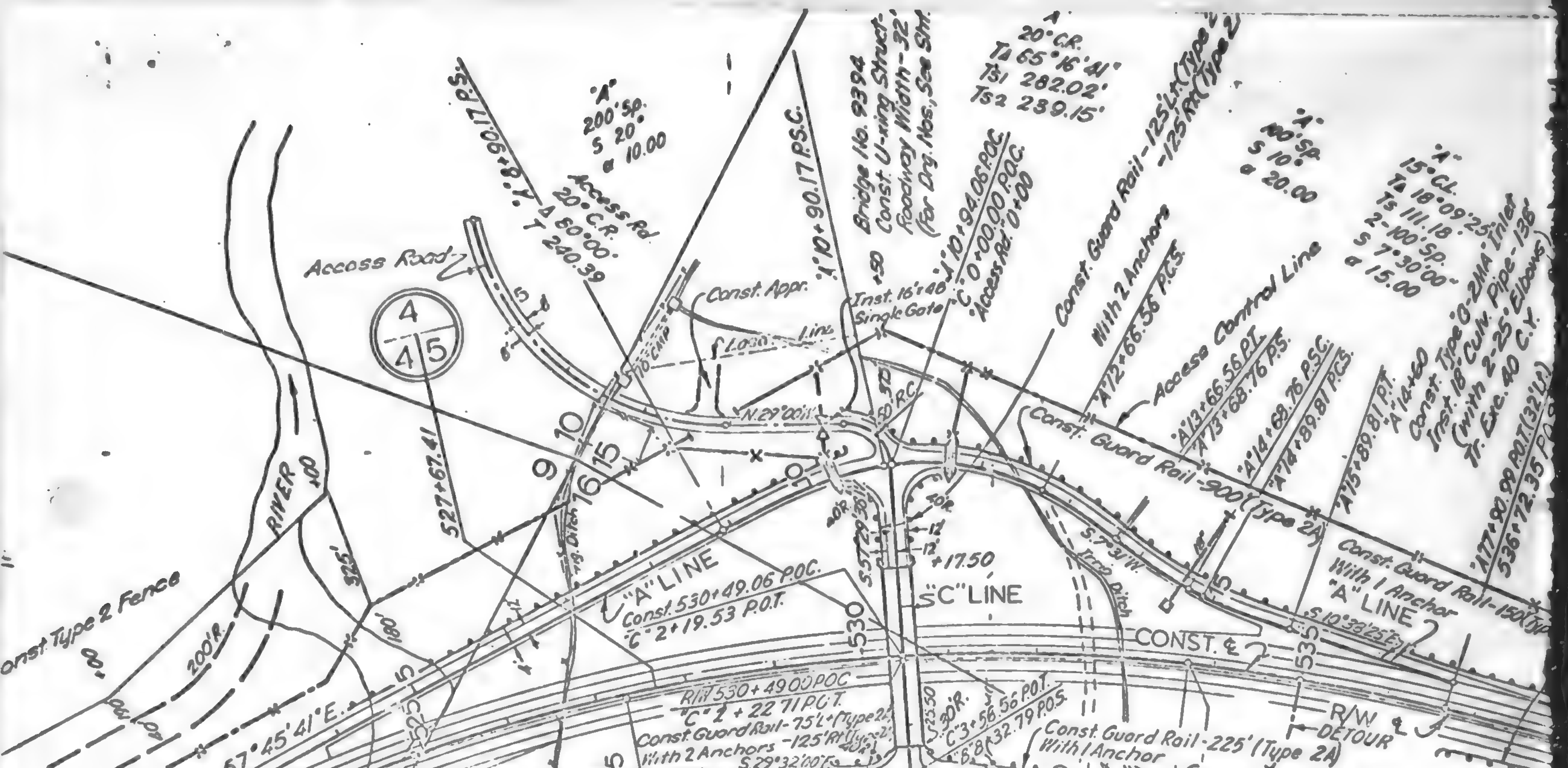
BAKER COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	[illegible]333		See Index

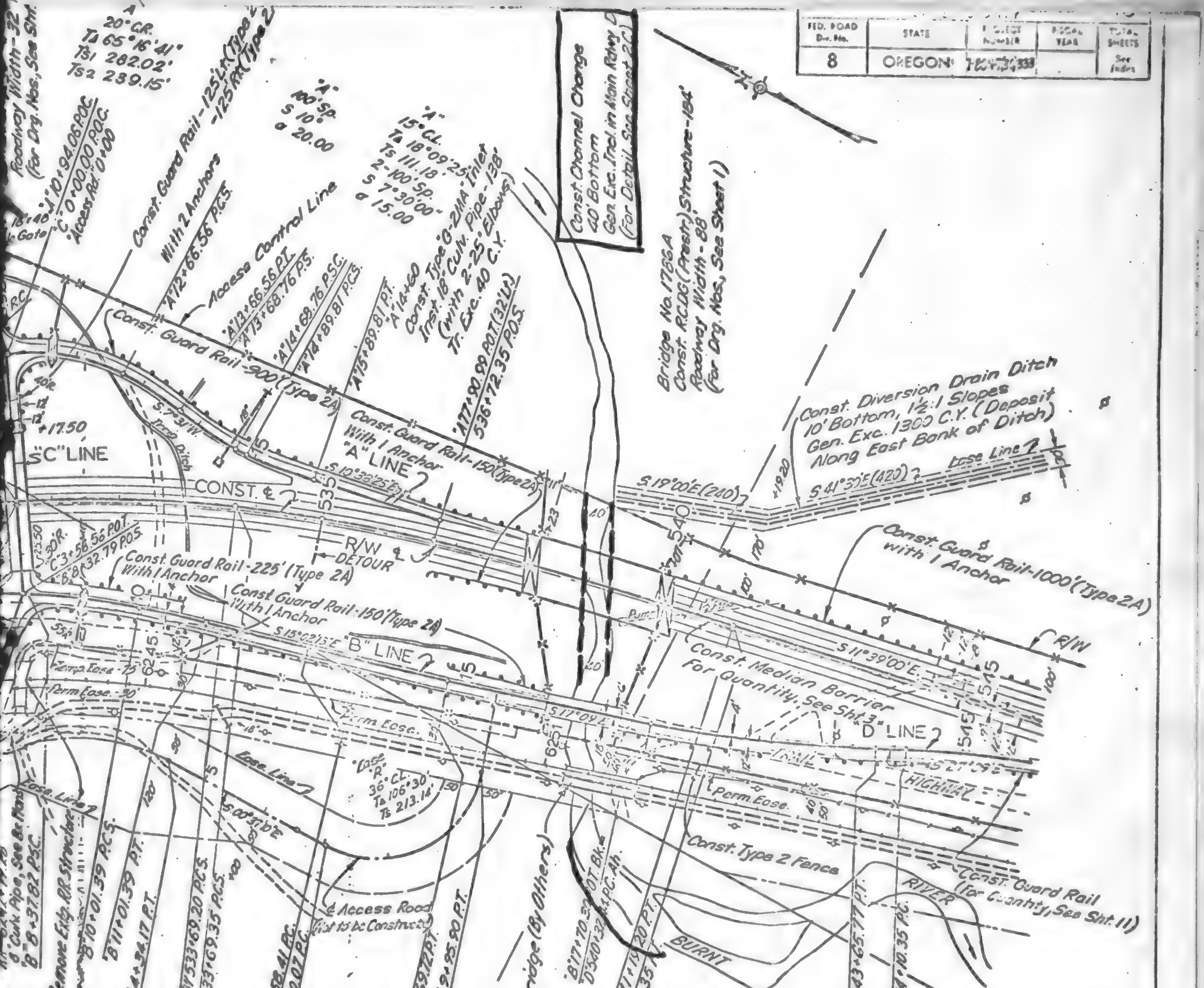


"A" 20° CR. TΔ 65°16'41" Ts1 282.02' Ts2 239.15'
Const. Guard Rail-125'Lt.(Type 2) -125'Rt.(Type 2)
With 2 Anchors
'A'12+66.56 P.C.S.
"A" 100'Sp. S 10° a 20.00
"A" 15°CL. TΔ 18°09'25" Ts 111.18 2-100'Sp. S 7°30'00" a 15.00
Access Control Line
'A'13+66.56 P.T. 'A'13+68.76 P.S.
'A'14+68.76 P.S.C. 'A'14+89.81 P.C.S.
'A'15+89.81 P.T.
'A'14+60 Const. Type G-2MA Inlet Inst. 18" Culv. Pipe-138' (with 2-25° Elbows) Tr. Exc. 40 C.Y.
'A'17+80.99 P.O.T.(324) 536+72.35 P.O.S.
Const. Channel Change 40' Bottom Gen. Exc. Incl. in Main Rdwy. (For Detail, See Sheet 2C)
Bridge No. 1765A Const. R.C.D.G.(Prestr.) Structure-184' Roadway Width-88' (For Drg. Nos., See Sheet 1)
Const. Guard Rail-900'(Type 2A)
Const. Guard Rail-150'(Type 2) With 1 Anchor
"A" LINE
CONST. ℄
LINE
R/W ℄ DETOUR
Const. Diversion Drain Ditch 10' Bottom, 1½:1 Slopes Gen. Exc. 1300 C.Y. (Deposit Along East Bank of Ditch)
S.19°00'E.(240')
S.41°30'E.(420')
Ease. Line
Const. Guard Rail-1000'(Type 2A) with 1 Anchor
Const. Guard Rail-225'(Type 2A) With 1 Anchor
Const. Guard Rail-150'(Type 2A) With 1 Anchor
"B" LINE
S.15°02'13"E.
S.11°39'00"E.
R/W
Const. Median Barrier For Quantity, See Sht. 3
"D" LINE
Perm Ease.
Temp. Ease.
Ease. Line
"Ease." R 36°CL. TΔ 106°30' Ts 213.14
S.00°31'E
Const. Type 2 Fence
HIGHWAY
RIVER
BURNT
Const. Guard Rail (For Quantity, See Sht. 11)
℄ Access Road (Not to be Constructed)
Remove Extg. RR Structure
'B'10+01.39 P.C.S.
'B'11+01.39 P.T.
'B'4+34.17 P.T.
R/W 533+69.20 P.C.S. 533+69.35 P.C.S.
'Ease.'R'12+58.41 P.C. 'Ease.'R'7+00.07 P.C.
'B'14+29.72 P.T.
'Ease.'R' 9+95.90 P.T.
Future Bridge (By Others)
'B'17+70.30 P.T. Bk. 'D'540+52.29 P.C. Ah.
R/W 544+19.35 P.T. 541+19.35 P.T.
543+65.77 P.T.
'D'544+10.35 P.C.
"A" 5°30'C.R. TΔ 14°29'47" Ts 182.54' 2-100'Sp. S 2°45'00" a 5.5
"B" 1°00'CL. Δ 2°06'47" T 105.66'
"D" 3°00'CL. Δ 10°00' T 167.09'

Approx Erosion Location


4
4 5
Access Road
"A"
200' Sp.
S 20°
a 10.00
'A' 8+90.17 P.S.
Access Rd.
20° C.R.
Δ 80°00'
T 240.39
'A' 10+90.17 P.S.C.
Bridge No. 9394
Const. U-xing Struct.
Roadway Width - 32'
(For Drg. Nos., See Sht.
"A"
20° C.R.
TΔ 65°16'41"
Ts1 282.02'
Ts2 239.15'
'A' 10+94.06 P.O.C.
'C' 0+00.00 P.O.C.
'Access Rd.' 0+00
Const. Guard Rail - 125' Lt. (Type 2
- 125' Rt. (Type 2
With 2 Anchors
'A' 12+66.56 P.C.S.
"A"
100' Sp.
S 10°
a 20.00
Access Control Line
'A' 13+66.56 P.T.
'A' 13+68.76 P.S.
'A' 14+69.76 P.S.C.
'A' 14+89.81 P.C.S.
'A' 15+89.81 P.T.
"A"
15° C.L.
TΔ 18°09'25"
Ts 111.18
2-100' Sp.
S 7°30'00"
a 15.00
'A' 14+60
Const. Type 'G-2MA' Inlet
Inst. 18" Culv. Pipe - 136'
(with 2-25° Elbows)
Tr. Exc. 40 C.Y.
'A' 17+90.99 P.O.T. (32' Lt.)
536+72.35 P.O.
Const. Appr.
Inst. 16'+48
Single Gate
N. 29°00'11"
Const. Guard Rail - 900' (Type 2A)
Const. Guard Rail - 150' (Typ
With 1 Anchor
"A" LINE
S. 10°33'25" E.
9
10
15
16
527+67.41
RIVER
Const. Type 2 Fence
200' R.
325'
180'
"A" LINE
Const. 530+49.06 P.O.C.
"C" 2+19.53 P.O.T.
"C" LINE
+17.50
530
CONST. ℄
535
S. 57°45'41" E.
R/W 530+49.00 P.O.C.
"C" 2+22.71 P.O.T.
Const. Guard Rail - 75' L+ (Type 2A)
With 2 Anchors - 125' Rt. (Type 2A)
S. 29°32'00" E.
30' R.
'C' 3+56.56 P.O.T.
'B' 8+32.79 P.O.S.
Const. Guard Rail - 225' (Type 2A)
With 1 Anchor
R/W
DETOUR
Const. Guard Rail - 150' (Type 2A)
With 1 Anchor
S. 15°02'13" E.
"B" LINE
Temp. Ease. - 60'
Perm. Ease. - 30'
Temp. Ease. - 75'
Perm. Ease. - 30'
Perm. Ease.
Obliterate Old Roadway
EXTG. OLD OREGON
S. 49°46' E.
Access Control Line
Temp. Ease.
6240
6245
End Paving
VALLEY RD.
Ease. Line
Ease. Line
S. 00°31' E.
"Ease. R"
36° C.L.
TΔ 106°30'
Ts 213.14'
℄ Access Road
(Not to be Constructed)
R/W
"B"
4° C.R.
TΔ 20°14'
Ts 305.63
2-100' Sp.
S 2°00'
a 4.0
519+88.79 P.S.
Const. Random Fill
Const. Directed
'B' 1+31.43 P.S.
R/W 521+31.43 P.S.
522+00.00 P.O.T. (32' Rt.)
'B' 0+46.69 P.O.T.
'B' 0+45.95 P.S.
'B' 1+45.95 P.S.C.
524+88.79 P.S.C.
Remove Flume Pipe & Stand
'B' 5+51.78 P.C.S.
R/W 527+31.43 P.S.C.
'B' 6+51.78 P.T.
'C' 5+71.11 P.C.
'C' 6+33.51 P.T.
'B' 7+37.82 P.S.
'R' 0+30.00 P.C.
'C' 4+92.38 P.O.T.
R.R. 6247+79.28
8" Culv. Pipe, See Br. Plans
'B' 8+37.82 P.S.C.
Remove Extg. R.R. Structure
'B' 10+01.39 P.C.S.
'B' 11+01.39 P.T.
'R' 4+34.17 P.T.
R/W 533+69.20 P.C.S.
533+69.35 P.C.S.
'B' 12+58.41 P.C.
'Ease.' 'R' 7+00.07 P.C.
'B' 14+69.72 P.T.
'Ease.' 'R' 9+95.90 P.T.
R/W
600' Sp.
S 9°00'
a 0.5
Const.
3° C.R.
TΔ 45°10'
Ts1 1164.37'
Ts 1056.06'
R/W
3° C.R.
TΔ 39°23'00"
Ts1 1055.47'
Ts 993.02'
"B"
5°30' C.R.
TΔ 14°29'47"
Ts 182.54'
2-100' Sp.
S 2°45'00"
a 5.5
"B"
1°00' C.L.
Δ 2°06'47"
T 105.66'
Rd. Xing
Const.
500' Sp.
523+00 Rt.
Inst. 12" Culv. P. - 54'
℄ "C" 5+88
Const. Appr.

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	[illegible]		See Index



RECEIVED
MAY 24 1972

FOR FILING

7352

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
APR 1 1972
[illegible]

Put in Contract File

DATE April 13, 1972

TO W. E. Schwartz
Regional Engineer
LaGrande

FROM C T Keasey
C. T. Keasey
Construction Engineer

NOTED
JACK L. SOLLIS

SUBJECT Weatherby-Lime Section
Old Oregon Trail Highway
Contract No. 7352
Flood Damage
Elvira May Reiber

Attached is correspondence from Jack Sollis and from Carl Burnham, Attorney representing Mrs. Reiber who owns property adjacent to the subject project.

It is alleged that the construction in this area caused flooding of approximately four acres of Mrs. Reiber's property.

Please investigate and submit a report with a sketch map through the proper channels.

CTK:fw
Attach.
cc: A. E. Johnson
Jack L. Sollis

April 12, 1972

Mr. Carroll T. Keasey
Field Construction Engineer
212 State Highway Bldg.
Salem, Oregon 97310

Re: Weatherby-Line Section
Old Oregon Trail Highway
Baker County
Contract No. 7352
Accident Involving Elvira May Reiber

Dear Carroll:

Attached, please find a copy of a letter from a law firm in Eastern Oregon concerning the flooding of some property by the changing of the channel of Burnt River. I would appreciate it if you could have an investigation made of this situation and forward me the original of the investigation and send a copy of it to our insurance carrier.

I would also suggest that our contractor be placed on the alert, inasmuch as the flooding may be the result of some improper construction methods on his part.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosure
cc: Chubb/Pacific Indemnity Group

REFERRED 4-7-72
TO Sollis
FOR handling
LEONARD I. LINDAS

YTURRI, O'KIEF, ROSE & BURNHAM
ATTORNEYS AT LAW
YTURRI BUILDING
88 S.W. THIRD AVENUE
ONTARIO, OREGON 97914

ANTHONY YTURRI
JOHN C. O'KIEF
~~GENE C. ROSE~~
CARL BURNHAM, JR.

AREA CODE 503
889-5368

April 4, 1972

4-6
REFERRED TO
Lindas
BY SECRETARY

NOTED
JACK L. SOLLIS

RECEIVED
APR 6 1972
LEGAL

Mr. Floyd Query
Secretary
Oregon State Highway Commission
121 State Highway Bldg.
Salem, Oregon 97310

Re: Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Contract No. 7352

Dear Mr. Query:

This office has been retained to represent Mrs. Elvira May Reiber, who owns property which is located adjacent to the above described highway project. As a result of the highway project, the channel of the Burnt River has been changed causing a flooding of approximately four acres of my client's property. Unless steps are taken immediately irrepairable harm will be done to the property.

You are therefore informed that unless the State Highway Commission compensates Mrs. Reiber for the taking of her property or correct the problem which has caused a change in the channel of the Burnt River, you will leave us no alternative but to file suit for the damage done to the property which we estimate at $15,000.00. We would be very happy to meet and discuss this matter with you, however, unless we hear from you within 10 days, suit will be filed.

Very truly yours,

YTURRI, O'KIEF, ROSE & BURNHAM

By Carl Burnham Jr.

CB:amb

NOTED
FLOYD QUERY

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OREGON
STATE HIGHWAY COMMISSION

#7352.

STATE COPY

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MONTHLY TRANSACTION NUMBER 3-72	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Baker
MODIFICATION NUMBER 1	(PPM 21-7) 3-17-72	PROJECT NUMBER I-80N-7(30)333

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 21, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,355,936	$ 7,690,729
Federal Funds	$ 6,786,500	$ 7,095,300
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and approved items previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of March, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)

For R. E. Simpson

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-869

Oregon State Highway Division

Federal-Aid
Project No. I-80N-7(30)333

WEATHERBY-LIME SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, March 14, 1972

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta. 315+50 to Sta. 620+50)

Furnishing Field Laboratory Building	2 only	1,500.00	$ 3,000.00
Temporary Protection and Direction of Traffic	All Required		60,000.00
Clearing and Grubbing	All Required		250,000.00
Removal of Structures and Obstructions	All Required		15,000.00
Ditch Excavation	1,030 cu.yd.	1.50	1,545.00
General Excavation, Location "A"	1,550,000 cu.yd.	0.70	1,085,000.00*
General Excavation, Location "B"	750,000 cu.yd.	1.50	1,125,000.00*
Toe Trench Excavation	15,900 cu.yd.	1.50	23,850.00
Extra for Selected Subgrade Material	201,000 cu.yd.	0.30	60,300.00
Extra for Selected Topsoil Material	6,800 cu.yd.	1.50	10,200.00
Preparation of Embankment Foundation	All Required		50,000.00
Overhaul	249,000 C-yd.sta.	0.30	74,700.00
Trench Excavation	3,550 cu.yd.	5.00	17,750.00
Finish Roadbed and Slopes	All Required		65,000.00
Obliteration of Roadway	2,100 sq.yd.	0.50	1,050.00
Watering	24,900 M-gal.	2.65	65,985.00
Bituminous Base Mixture	87,800 ton	3.50	307,300.00
Asphalt in Bituminous Base Mixture	4,830 ton	34.50	166,635.00
3/4" - 0 Aggregate Base	10,600 ton	2.00	21,200.00
Plant Mix Aggregate Base	111,500 ton	2.00	223,000.00
Class "B" Asphalt Concrete Mixture	101,000 ton	3.75	378,750.00*
Asphalt Cement in Mixture	7,600 ton	34.50	262,200.00
Asphalt in Tack Coat	28 ton	60.00	1,680.00
3/4" - 0 Aggregate in Prime Coat	3,500 cu.yd.	4.50	15,750.00
MC-250 Asphalt in Prime Coat	600 ton	50.00	30,000.00

Reinforced Concrete Bridge End Panels	2,400 sq.yd.	22.00	52,800.00
Class "A" Concrete in Box Culverts	290 cu.yd.	100.00	29,000.00
Reinforcement in Box Culverts	52,500 lb.	0.13	6,825.00
18-inch Paved Culvert End Slopes	4 only	65.00	260.00
24-inch Paved Culvert End Slopes	6 only	85.00	510.00
36-inch Paved Culvert End Slopes	4 only	120.00	480.00
48-inch Paved Culvert End Slopes	4 only	160.00	640.00
12-inch Culvert Pipe	590 lin.ft.	4.00	2,360.00
18-inch Culvert Pipe	1,100 lin.ft.	6.00	6,600.00
24-inch Culvert Pipe	830 lin.ft.	7.00	5,810.00
36-inch Culvert Pipe	400 lin.ft.	10.00	4,000.00
48-inch Culvert Pipe	380 lin.ft.	17.00	6,460.00
60-inch Culvert Pipe	300 lin.ft.	28.00	8,400.00
36-inch Irrigation Pipe	360 lin.ft.	14.00	5,040.00
Extra for Pipe Under Pavement	390 lin.ft.	170.00	66,300.00
Installing 18-inch Pipe Under Railroad	30 lin.ft.	150.00	4,500.00
Installing 24-inch Pipe Under Railroad	40 lin.ft.	150.00	6,000.00
Concrete Inlets, Type G-2M	1 only	225.00	225.00
Concrete Inlets, Type G-2MA	6 only	300.00	1,800.00
Guard Rail, Type 1	1,100 lin.ft.	3.10	3,410.00
Guard Rail, Type 2A	26,300 lin.ft.	3.70	97,310.00
Median Barrier	0 lin.ft.	5.40	0*
Guard Rail Anchors	40 only	175.00	7,000.00
Extra for Guard Rail Bridge Connections	28 only	145.00	4,060.00
Type 2 Fence	61,000 lin.ft.	0.60	36,600.00
16' x 48" Single Gates	1 only	150.00	150.00
Concrete Curbs	6 cu.yd.	75.00	450.00
Loose Riprap, Class 700	50,700 cu.yd.	2.50	126,750.00
Boulders in Channel Change	300 only	30.00	9,000.00
26' Cattle Guards	6 only	3,200.00	19,200.00
Guide Posts, W-1	230 only	7.50	1,725.00
Guide Posts, Y-2	180 only	8.00	1,440.00
Roadside Seeding	16 acre	20.00	320.00
Roadside Mulching	16 acre	150.00	2,400.00
Grass Seed, Crested Wheatgrass	480 lb.	2.50	1,200.00
Fertilizer, 22-16-8	64 cwt.	11.00	704.00

SIGNING

Painted Wood Sign Posts	All Required	2,000.00
Sign Support Footings	All Required	2,500.00
Breakaway Sign Posts	All Required	9,000.00
Structure Mounts	All Required	500.00

Type "A" & "B" Signs in Place	1,449 sq.ft.	7.00	10,143.00
Type "C", "D" & "R" Signs in Place	696 sq.ft.	4.00	2,784.00
Type "E", "F", "G" & "M" Signs in Place	223 sq.ft.	4.00	892.00
Type "P" Signs in Place	66 sq.ft.	6.00	396.00
Thermoplastic Pavement Arrows	4 only	80.00	320.00
Remove Old Bridge	All Required		30,000.00
Drive R.R. Structure Piles	48 only	200.00	9,600.00
			$4,902,759.00
R.R. Protective Costs	All Required		$ 45,000.00
Flagging (60% of Contractor's Cost)	All Required		50,000.00
SFO 5 Pavement Striping	All Required		3,000.00
EWO 10 Transitional Signing	All Required		9,045.00
PA 3 Reshap Existing Rds. (Sta. 410-431)	3 hour	28.75	86.25
EWO 5 Rock Blanket	All Required		2,216.00
PA 11 Furnish & Install Cattle Guards	2 only	1,250.00	2,500.00
			$ 111,847.25
	Subtotal		$5,014,606.25
	10% Engr. & Cont.	**	498,459.75
			$5,513,066.00
Credit for Salvaged Steel Beams from Extg. Bridges	266,500 lb.	0.01	(2,665.00)
	Total		$5,510,401.00

* Bid Item Changes

**NOTE: Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X081

Bridge No. 1781A (Sta. 363+50 to Sta. 366+08)

Shoring, Cribbing, Etc.	All Required (20%)		$ 2,000.00
Structure Excavation	1,490 cu.yd.	5.50	8,195.00
Structure Excavation Below Elevations Shown	140 cu.yd.	7.50	1,050.00
Furnish 10 BP 42 Steel Piling	3,580 lin.ft.	4.00	14,320.00
Drive Steel Piles	94 only	100.00	9,400.00
Splice Steel Piles	25 only	30.00	750.00
Class "A" Concrete (1,415 cu.yd.)	All Required (26%)		195,584.74
50'/55' Type IV Prestressed Beam	1 only	2,000.00	2,000.00
55'/60' Type IV Prestressed Beam	2 only	2,200.00	4,400.00
60'/65' Type IV Prestressed Beam	1 only	2,300.00	2,300.00
65'/70' Type IV Prestressed Beam	1 only	2,500.00	2,500.00
70'/75' Type IV Prestressed Beam	2 only	2,600.00	5,200.00
75'/80' Type IV Prestressed Beam	1 only	2,800.00	2,800.00
80'/85' Type IV Prestressed Beam	1 only	3,000.00	3,000.00

85'/90' Type IV Prestressed Beam	5 only	3,100.00	15,500.00
90'/95' Type IV Prestressed Beam	18 only	3,200.00	57,600.00
95'/100' Type IV Prestressed Beam	4 only	3,400.00	13,600.00
Reinforcement (345,400 lb.)	All Required (27%)		67,500.00
Two Tube Metal Railing	522 lin.ft.	10.50	5,481.00
8-inch Culvert Pipe	34 lin.ft.	4.00	136.00
			$ 413,316.74

Type Code X081
Bridge No. 1783A (Sta. 455+00 to Sta. 457+15)

Shoring, Cribbing, Etc.	All Required (23%)		$ 2,300.00
Structure Excavation	840 cu.yd.	5.50	4,620.00
Structure Excavation Below Elevations Shown	80 cu.yd.	7.50	600.00
Furnish 10 BP 42 Steel Piling	800 lin.ft.	4.00	3,200.00
Drive Steel Piles	20 only	100.00	2,000.00
Splice Steel Piles	5 only	30.00	150.00
Class "A" Concrete (963 cu.yd.)	All Required (17%)		127,882.33
70'/75' Type III Prestressed Beam	30 only	2,400.00	72,000.00
Reinforcement (254,000 lb.)	All Required (20%)		50,000.00
Two Tube Metal Railing	437 lin.ft.	10.50	4,588.50
8-inch Culvert Pipe	80 lin.ft.	4.00	320.00
			$ 267,660.83

Type Code X081
Bridge No. 1786A (Sta. 538+23 to Sta. 540+07)

Shoring, Cribbing, Etc.	All Required (14%)		$ 1,400.00
Structure Excavation	790 cu.yd.	5.50	4,345.00
Structure Excavation Below Elevations Shown	80 cu.yd.	7.50	600.00
Furnish 10 BP 42 Steel Piling	3,730 lin.ft.	4.00	14,920.00
Drive Steel Piles	98 only	100.00	9,800.00
Splice Steel Piles	25 only	30.00	750.00
Class "A" Concrete (845 cu.yd.)	All Required (15%)		112,837.35
55'/60' Type III Prestressed Beam	20 only	1,800.00	36,000.00
70'/75' Type III Prestressed Beam	10 only	2,400.00	24,000.00
Reinforcement (206,900 lb.)	All Required (16%)		40,000.00
Two Tube Metal Railing	371 lin.ft.	10.50	3,895.50
8-inch Culvert Pipe	62 lin.ft.	4.00	248.00
			$ 248,795.85

Type Code X081
Bridge No. 1787A (Sta. 605+93 to Sta. 607+73)

Shoring, Cribbing, Etc.	All Required (17%)		$ 1,700.00
Structure Excavation	1,110 cu.yd.	5.50	6,105.00

Structure Excavation Below Elevations Shown	100	cu.yd.	7.50	750.00
Furnish 10 BP 42 Steel Piling	5,400	lin.ft.	4.00	21,600.00
Drive Steel Piles	150	only	100.00	15,000.00
Splice Steel Piles	35	only	30.00	1,050.00
Class "A" Concrete (1,127 cu.yd)	All	Required (20%)		150,449.80
55'/60' Type III Prestressed Beam	20	only	1,800.00	36,000.00
60'/65' Type III Prestressed Beam	10	only	2,000.00	20,000.00
Reinforcement (225,000 lb.)	All	Required (17%)		42,500.00
Two Tube Metal Railing	365	lin.ft.	10.50	3,832.50
8-inch Culvert Pipe	78	lin.ft.	4.00	312.00
				$ 299,299.30

Type Code X081
Bridge No. 2203A (Sta. 383+00 to Sta. 385+28)

Shoring, Cribbing, Etc.	All	Required (26%)		$ 2,600.00
Structure Excavation	1,570	cu.yd.	5.50	8,635.00
Structure Excavation Below Elevations Shown	150	cu.yd.	7.50	1,125.00
Furnish 10 BP 42 Steel Piling	2,250	lin.ft.	4.00	9,000.00
Drive Steel Piles	40	only	100.00	4,000.00
Splice Steel Piles	10	only	30.00	300.00
Class "A" Concrete (1,183 cu.yd.)	All	Required (22%)		165,494.78
70'/75' Type IV Prestressed Beam	20	only	2,600.00	52,000.00
85'/90' Type IV Prestressed Beam	10	only	3,100.00	31,000.00
Reinforcement (257,000 lb.)	All	Required (20%)		50,000.00
Two Tube Metal Railing	464	lin.ft.	10.50	4,872.00
8-inch Culvert Pipe	146	lin.ft.	4.00	584.00
				$ 329,610.78

Type Code X220
Bridge No. 9375 (Sta. 409+00 to Sta. 410+00)

Shoring, Cribbing, Etc.	All	Required		$ 1,500.00
Structure Excavation	400	cu.yd.	5.50	2,200.00
Structure Excavation Below Elevations Shown	40	cu.yd.	7.50	300.00
Furnish 10 BP 42 Steel Piling	2,800	lin.ft.	4.00	11,200.00
Drive Steel Piles	80	only	100.00	8,000.00
Splice Steel Piles	20	only	30.00	600.00
Class "A" Concrete (677 cu.yd.)	All	Required		100,000.00
Reinforcement (174,500 lb.)	All	Required		50,000.00
Two Tube Metal Railing	195	lin.ft.	10.50	2,047.50
8-inch Culvert Pipe	160	lin.ft.	4.00	640.00
Preparation of Slopes	400	sq.yd.	2.50	1,000.00
Concrete Slope Paving	300	sq.yd.	7.50	2,250.00
Berm Paving	100	sq.yd.	4.50	450.00
				$ 180,187.50

Type Code X721
Bridge No. 9394 (Sta. 530+49.06) (Length 208')

Shoring, Cribbing, Etc.	All Required		$ 1,500.00
Structure Excavation	600 cu.yd.	5.50	3,300.00
Structure Excavation Below Elevations Shown	50 cu.yd.	7.50	375.00
Furnish 10 BP 42 Steel Piling	260 lin.ft.	4.00	1,040.00
Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	2 only	30.00	60.00
Class "A" Concrete (660 cu.yd.)	All Required		100,000.00
Reinforcement (203,000 lb.)	All Required		50,000.00
Two Tube Metal Railing	414 lin.ft.	10.50	4,347.00
8-inch Culvert Pipe	250 lin.ft.	4.00	1,000.00
Preparation of Slopes	320 sq.yd.	2.50	800.00
Concrete Slope Paving	230 sq.yd.	7.50	1,725.00
Berm Paving	90 sq.yd.	4.50	405.00
			$ 165,352.00

Type Code X181
Bridge No. 9820 (Right of Sta. 530+00) (Length 170')

Shoring, Cribbing, Etc.	All Required		$ 1,500.00
Structure Excavation	130 cu.yd.	5.50	715.00
Structure Excavation Below Elevations Shown	10 cu.yd.	7.50	75.00
Furnish 10 BP 42 Steel Piling	330 lin.ft.	4.00	1,320.00
Drive Steel Piles	11 only	100.00	1,100.00
Splice Steel Piles	3 only	30.00	90.00
Class "A" Concrete (207 cu.yd.)	All Required		50,000.00
55'/60' Prestressed Channel Interior Beam	10 only	2,500.00	25,000.00
55'/60' Prestressed Channel Edge Beam	4 only	2,900.00	11,600.00
Reinforcement (60,000 lb.)	All Required		25,000.00
Two Tube Metal Railing	339 lin.ft.	10.50	3,559.50
8-inch Culvert Pipe	120 lin.ft.	4.00	480.00
			$ 120,439.50
	Subtotal		$2,024,662.50
	10% Engr. & Cont.		202,465.50
			$2,227,128.00
R.R. Share on Bridge No. 9820	All Required		(40,800.00)
County's Share on Bridge No. 9820	All Required		(6,000.00)
	Total		$2,180,328.00

Length of Roadway - - - - - - - -	5.640 miles
Length of Structures (6) - - - -	0.221
Total Length of Project - - - -	5.861 miles

Cost of Roadway Per Mile - - - - $977,021.45

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$5,510,401.00	$5,083,800.00	$426,601.00
Structures	2,180,328.00	2,011,500.00	168,828.00
Total	$7,690,729.00	$7,095,300.00	$595,429.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1-100%

Prefix 601-1069
Contract No. 7352

Utilities

El Paso Natural Gas	All Required	$ 81,500.00
Chevron Pipe Line	All Required	47,000.00
Idaho Power	All Required	64,000.00
Pacific Northwest Bell	All Required	3,300.00
Union Pacific Railroad	All Required	92,000.00
		$ 287,800.00

The above mentioned utilities for Project No's. I-80N-7(29)327 and I-80N-7(30)333 will be claimed on utility Project No. I-80N-7(16)327.

WEATHERBY-LIME SECTION

Project No. I-80N-7(30)333

Salvaged Steel Beams From Existing Bridges

Bridge No.	Disposition	Lb. of Salv. Steel
1781	Remove	32,740
2203	Remain	-
1783	Remove	43,000
1784	Remove	76,380
1785	Remove	38,000
1786	Remain	-
1787	Remove	76,380
	Total Lb.	266,500

WEATHERBY-LIME SECTION

Project No. I-80N-7(30)333

R.R. Protective Cost (UPRR)

Figure one Signalman for 3 months
one Engineer-Inspector for 21 months
one Full Flagging Crew for 3 months

Signalman @ $3.7977 per hour Hq. - Huntington
3.7977 x 8 hr. x 22 days x 3 mo. = $2,005.19
+ 34% payroll additives = 681.76
Total Wages $2,686.95

Equipment Rental @ $9.50/day
$9.50 x 22 days x 3 mo. = $ 627.00
Expenses @ $12.00/day
$12 x 22 days x 3 mo. = 792.00

Total Cost of Signalman $4,105.95

Engineer-Inspector @$849/month Hq. - Portland
$849 x 21 mo. = $17,829.00
+ 34% payroll additives = 6,061.86
Total Wages $23,890.86
Equipment Rental @ $9.50/day
$9.50 x 21 days x 21 months = $ 4,189.50
Expenses @ $12.00/day
$12 x 21 days x 21 mo. = 5,292.00

Total Cost of Engineer-Inspector $33,372.36

Flagging Crew Hq. - Weatherby or Huntington
1 Section Foreman @ $3.67/hour
$3.67 x 8 hrs x 21 days x 3 mo. = $1,849.68
OT $3.67 x 1.5 x 1 hr. x 21 days x 3 mo. = 346.82
$2,196.50

2 Section Laborers @ $2.98/hour
2 x $2.98 x 8 hr. x 21 days x 3 mo. = 3,003.84
OT 2 x $2.98 x 1 hr. x 21 days x 3 mo. x 1.5 = 563.22
$3,567.06

Subtotal Wages $5,763.56
+ 34% Payroll Additives 1,959.61

Total Flagging Crew Cost $7,723.17

Summary

Signalman	$4,105.95
Engineer-Inspector	33,372.36
Flagging Crew	7,723.17
Total RR Protective Cost =	$45,201.48

State will stand $45,000 R.R. Protective Cost.

STATE COPY Form Approved; Budget Bureau No. 04-R2089.1

MONTHLY TRANSACTION NO. 70 5-~~68~~	FORM PR-2 (REV. 5-69) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Baker
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-21-70	PROJECT NO. I-80N-7(30)333

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Weatherby-Lime Section of the Old Oregon Trail Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-25-70	5.061
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS Pro rata 92.26%
$ 7,355,936	$ 6,706,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By ______
(Division Engineer)

For: R. R. Simpson

Date executed by Division Engineer May 21, 1970

EXISTING STOCKS OF PR-2 (REV. 3-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. I-80N-7(30)333

WEATHERBY-LIME SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, May 12, 1970

Project Agreement Estimate

Type Code 6203
Roadway (Sta. 315+50 to Sta. 620+50)

Furnishing Field Laboratory Building	2	only	1,500.00	$ 3,000.00
Temporary Protection and Direction of Traffic	All	Required		60,000.00
Clearing and Grubbing	All	Required		250,000.00
Removal of Structures and Obstructions	All	Required		15,000.00
Ditch Excavation	1,030	cu.yd.	1.50	1,545.00
General Excavation, Location "A"	1,446,300	cu.yd.	0.70	1,012,410.00
General Excavation, Location "B"	450,800	cu.yd.	1.50	676,200.00
Toe Trench Excavation	15,900	cu.yd.	1.50	23,850.00
Extra for Selected Subgrade Material	201,000	cu.yd.	0.30	60,300.00
Extra for Selected Topsoil Material	6,800	cu.yd.	1.50	10,200.00
Preparation of Embankment Foundation	All	Required		50,000.00
Overhaul	249,000	C-yd.sta.	0.30	74,700.00
Trench Excavation	3,550	cu.yd.	5.00	17,750.00
Finish Roadbed and Slopes	All	Required		65,000.00
Obliteration of Roadway	2,100	sq.yd.	0.50	1,050.00
Watering	24,900	M-gal.	2.65	65,985.00
Bituminous Base Mixture	87,800	ton	3.50	307,300.00
Asphalt in Bituminous Base Mixture	4,830	ton	34.50	166,635.00
3/4" - 0 Aggregate Base	10,600	ton	2.00	21,200.00
Plant Mix Aggregate Base	111,500	ton	2.00	223,000.00
Class "B" Asphalt Concrete Mixture	117,000	ton	3.75	438,750.00
Asphalt Cement in Mixture	7,600	ton	34.50	262,200.00
Asphalt in Tack Coat	28	ton	60.00	1,680.00
3/4" - 0 Aggregate in Prime Coat	3,500	cu.yd.	4.50	15,750.00
MC-250 Asphalt in Prime Coat	600	ton	50.00	30,000.00

Reinforced Concrete Bridge End Panels	2,400	sq.yd.	22.00	52,800.00
Class "A" Concrete in Box Culverts	290	cu.yd.	100.00	29,000.00
Reinforcement in Box Culverts	52,500	lb.	0.13	6,825.00
18-inch Paved Culvert End Slopes	4	only	65.00	260.00
24-inch Paved Culvert End Slopes	6	only	85.00	510.00
36-inch Paved Culvert End Slopes	4	only	120.00	480.00
48-inch Paved Culvert End Slopes	4	only	160.00	640.00
12-inch Culvert Pipe	590	lin.ft.	4.00	2,360.00
18-inch Culvert Pipe	1,100	lin.ft.	6.00	6,600.00
24-inch Culvert Pipe	830	lin.ft.	7.00	5,810.00
36-inch Culvert Pipe	400	lin.ft.	10.00	4,000.00
48-inch Culvert Pipe	380	lin.ft.	17.00	6,460.00
60-inch Culvert Pipe	300	lin.ft.	28.00	8,400.00
36-inch Irrigation Pipe	360	lin.ft.	14.00	5,040.00
Extra for Pipe Under Pavement	390	lin.ft.	170.00	66,300.00
Installing 18-inch Pipe Under Railroad	30	lin.ft.	150.00	4,500.00
Installing 24-inch Pipe Under Railroad	40	lin.ft.	150.00	6,000.00
Concrete Inlets, Type G-2M	1	only	225.00	225.00
Concrete Inlets, Type G-2MA	6	only	300.00	1,800.00
Guard Rail, Type 1	1,100	lin.ft.	3.10	3,410.00
Guard Rail, Type 2A	26,300	lin.ft.	3.70	97,310.00
Median Barrier	32,200	lin.ft.	5.40	173,880.00
Guard Rail Anchors	40	only	175.00	7,000.00
Extra for Guard Rail Bridge Connections	28	only	145.00	4,060.00
Type 2 Fence	61,000	lin.ft.	0.60	36,600.00
16' x 48" Single Gates	1	only	150.00	150.00
Concrete Curbs	6	cu.yd.	75.00	450.00
Loose Riprap, Class 700	50,700	cu.yd.	2.50	126,750.00
Boulders in Channel Change	300	only	30.00	9,000.00
26' Cattle Guards	6	only	3,200.00	19,200.00
Guide Posts, W-1	230	only	7.50	1,725.00
Guide Posts, Y-2	180	only	8.00	1,440.00
Roadside Seeding	16	acre	20.00	320.00
Roadside Mulching	16	acre	150.00	2,400.00
Grass Seed, Crested Wheatgrass	480	lb.	2.50	1,200.00
Fertilizer, 22-16-8	64	cwt.	11.00	704.00

SIGNING

Painted Wood Sign Posts	All Required	2,000.00
Sign Support Footings	All Required	2,500.00
Breakaway Sign Posts	All Required	9,000.00
Structure Mounts	All Required	500.00

Type "A" & "B" Signs in Place	1,449	sq.ft.	7.00	10,143.00
Type "C", "D" & "R" Signs in Place	696	sq.ft.	4.00	2,784.00
Type "E", "F", "G" & "M" Signs in Place	223	sq.ft.	4.00	892.00
Type "P" Signs in Place	66	sq.ft.	6.00	396.00
Thermoplastic Pavement Arrows	4	only	80.00	320.00
Remove Old Bridge	All	Required		30,000.00
Drive R.R. Structure Piles	48	only	200.00	9,600.00
				$4,615,249.00
R.R. Protective Costs	All	Required		$ 45,000.00
Flagging (60% of Contractor's Cost)	All	Required		50,000.00
				$ 95,000.00
	Subtotal			$4,710,249.00
	10% Engr. & Cont.*			468,024.00
				$5,178,273.00
Credit for Salvaged Steel Beams from Extg. Bridges	266,500	lb.	0.01	(2,665.00)
	Total			$5,175,608.00

*NOTE: Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X081
Bridge No. 1781A (Sta. 363+50 to Sta. 366+08)

Shoring, Cribbing, Etc.	All	Required (20%)		$ 2,000.00
Structure Excavation	1,490	cu.yd.	5.50	8,195.00
Structure Excavation Below Elevations Shown	140	cu.yd.	7.50	1,050.00
Furnish 10 BP 42 Steel Piling	3,580	lin.ft.	4.00	14,320.00
Drive Steel Piles	94	only	100.00	9,400.00
Splice Steel Piles	25	only	30.00	750.00
Class "A" Concrete (1,415 cu.yd.)	All	Required (26%)		195,584.74
50'/55' Type IV Prestressed Beam	1	only	2,000.00	2,000.00
55'/60' Type IV Prestressed Beam	2	only	2,200.00	4,400.00
60'/65' Type IV Prestressed Beam	1	only	2,300.00	2,300.00
65'/70' Type IV Prestressed Beam	1	only	2,500.00	2,500.00
70'/75' Type IV Prestressed Beam	2	only	2,600.00	5,200.00
75'/80' Type IV Prestressed Beam	1	only	2,800.00	2,800.00
80'/85' Type IV Prestressed Beam	1	only	3,000.00	3,000.00
85'/90' Type IV Prestressed Beam	5	only	3,100.00	15,500.00
90'/95' Type IV Prestressed Beam	18	only	3,200.00	57,600.00
95'/100' Type IV Prestressed Beam	4	only	3,400.00	13,600.00
Reinforcement (345,400 lb.)	All	Required (27%)		67,500.00
Two Tube Metal Railing	522	lin.ft.	10.50	5,481.00
8-inch Culvert Pipe	34	lin.ft.	4.00	136.00
				$ 413,316.74

Type Code X081
Bridge No. 1783A (Sta. 455+00 to Sta. 457+15)

Shoring, Cribbing, Etc.	All Required (23%)		$ 2,300.00
Structure Excavation	840 cu.yd.	5.50	4,620.00
Structure Excavation Below Elevations Shown	80 cu.yd.	7.50	600.00
Furnish 10 BP 42 Steel Piling	800 lin.ft.	4.00	3,200.00
Drive Steel Piles	20 only	100.00	2,000.00
Splice Steel Piles	5 only	30.00	150.00
Class "A" Concrete (963 cu.yd.)	All Required (17%)		127,882.33
70'/75' Type III Prestressed Beam	30 only	2,400.00	72,000.00
Reinforcement (254,000 lb.)	All Required (20%)		50,000.00
Two Tube Metal Railing	437 lin.ft.	10.50	4,588.50
8-inch Culvert Pipe	80 lin.ft.	4.00	320.00
			$ 267,660.83

Type Code X081
Bridge No. 1786A (Sta. 538+23 to Sta. 540+07)

Shoring, Cribbing, Etc.	All Required (14%)		$ 1,400.00
Structure Excavation	790 cu.yd.	5.50	4,345.00
Structure Excavation Below Elevations Shown	80 cu.yd.	7.50	600.00
Furnish 10 BP 42 Steel Piling	3,730 lin.ft.	4.00	14,920.00
Drive Steel Piles	98 only	100.00	9,800.00
Splice Steel Piles	25 only	30.00	750.00
Class "A" Concrete (845 cu.yd.)	All Required (15%)		112,837.35
55'/60' Type III Prestressed Beam	20 only	1,800.00	36,000.00
70'/75' Type III Prestressed Beam	10 only	2,400.00	24,000.00
Reinforcement (206,900 lb.)	All Required (16%)		40,000.00
Two Tube Metal Railing	371 lin.ft.	10.50	3,895.50
8-inch Culvert Pipe	62 lin.ft.	4.00	248.00
			$ 248,795.85

Type Code X081
Bridge No. 1787A (Sta. 605+93 to Sta. 607+73)

Shoring, Cribbing, Etc.	All Required (17%)		$ 1,700.00
Structure Excavation	1,110 cu.yd.	5.50	6,105.00
Structure Excavation Below Elevations Shown	100 cu.yd.	7.50	750.00
Furnish 10 BP 42 Steel Piling	5,400 lin.ft.	4.00	21,600.00
Drive Steel Piles	150 only	100.00	15,000.00
Splice Steel Piles	35 only	30.00	1,050.00
Class "A" Concrete (1,127 cu.yd)	All Required (20%)		150,449.80
55'/60' Type III Prestressed Beam	20 only	1,800.00	36,000.00
60'/65' Type III Prestressed Beam	10 only	2,000.00	20,000.00

Reinforcement (225,000 lb.)	All Required (17%)		42,500.00
Two Tube Metal Railing	365 lin.ft.	10.50	3,832.50
8-inch Culvert Pipe	78 lin.ft.	4.00	312.00
			$ 299,299.30

Type Code X081
Bridge No. 2203A (Sta. 383+00 to Sta. 385+28)

Shoring, Cribbing, Etc.	All Required (26%)		$ 2,600.00
Structure Excavation	1,570 cu.yd.	5.50	8,635.00
Structure Excavation Below Elevations Shown	150 cu.yd.	7.50	1,125.00
Furnish 10 BP 42 Steel Piling	2,250 lin.ft.	4.00	9,000.00
Drive Steel Piles	40 only	100.00	4,000.00
Splice Steel Piles	10 only	30.00	300.00
Class "A" Concrete (1,183 cu.yd.)	All Required (22%)		165,494.78
70'/75' Type IV Prestressed Beam	20 only	2,600.00	52,000.00
85'/90' Type IV Prestressed Beam	10 only	3,100.00	31,000.00
Reinforcement (257,000 lb.)	All Required (20%)		50,000.00
Two Tube Metal Railing	464 lin.ft.	10.50	4,872.00
8-inch Culvert Pipe	146 lin.ft.	4.00	584.00
			$ 329,610.78

Type Code X220
Bridge No. 9375 (Sta. 409+00 to Sta. 410+00)

Shoring, Cribbing, Etc.	All Required		$ 1,500.00
Structure Excavation	400 cu.yd.	5.50	2,200.00
Structure Excavation Below Elevations Shown	40 cu.yd.	7.50	300.00
Furnish 10 BP 42 Steel Piling	2,800 lin.ft.	4.00	11,200.00
Drive Steel Piles	80 only	100.00	8,000.00
Splice Steel Piles	20 only	30.00	600.00
Class "A" Concrete (677 cu.yd.)	All Required		100,000.00
Reinforcement (174,500 lb.)	All Required		50,000.00
Two Tube Metal Railing	195 lin.ft.	10.50	2,047.50
8-inch Culvert Pipe	160 lin.ft.	4.00	640.00
Preparation of Slopes	400 sq.yd.	2.50	1,000.00
Concrete Slope Paving	300 sq.yd.	7.50	2,250.00
Berm Paving	100 sq.yd.	4.50	450.00
			$ 180,187.50

Type Code X721
Bridge No. 9394 (Sta. 530+49.06) (Length 208')

Shoring, Cribbing, Etc.	All Required		$ 1,500.00
Structure Excavation	600 cu.yd.	5.50	3,300.00
Structure Excavation Below Elevations Shown	50 cu.yd.	7.50	375.00
Furnish 10 BP 42 Steel Piling	260 lin.ft.	4.00	1,040.00

Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	2 only	30.00	60.00
Class "A" Concrete (660 cu.yd.)	All Required		100,000.00
Reinforcement (203,000 lb.)	All Required		50,000.00
Two Tube Metal Railing	414 lin.ft.	10.50	4,347.00
8-inch Culvert Pipe	250 lin.ft.	4.00	1,000.00
Preparation of Slopes	320 sq.yd.	2.50	800.00
Concrete Slope Paving	230 sq.yd.	7.50	1,725.00
Berm Paving	90 sq.yd.	4.50	405.00
			$ 165,352.00

Type Code X181

Bridge No. 9820 (Right of Sta. 530+00) (Length 170')

Shoring, Cribbing, Etc.	All Required		$ 1,500.00
Structure Excavation	130 cu.yd.	5.50	715.00
Structure Excavation Below Elevations Shown	10 cu.yd.	7.50	75.00
Furnish 10 BP 42 Steel Piling	330 lin.ft.	4.00	1,320.00
Drive Steel Piles	11 only	100.00	1,100.00
Splice Steel Piles	3 only	30.00	90.00
Class "A" Concrete (207 cu.yd.)	All Required		50,000.00
55'/60' Prestressed Channel Interior Beam	10 only	2,500.00	25,000.00
55'/60' Prestressed Channel Edge Beam	4 only	2,900.00	11,600.00
Reinforcement (60,000 lb.)	All Required		25,000.00
Two Tube Metal Railing	339 lin.ft.	10.50	3,559.50
8-inch Culvert Pipe	120 lin.ft.	4.00	480.00
			$ 120,439.50
	Subtotal		$2,024,662.50
	10% Engr. & Cont.		202,465.50
			$2,227,128.00
R.R. Share on Bridge No. 9820	All Required		(40,800.00)
County's Share on Bridge No. 9820	All Required		(6,000.00)
	Total		$2,180,328.00

Length of Roadway - - - - - - - 5.640 miles
Length of Structures (6) - - - - 0.221
Total Length of Project - - - - 5.861 miles

Cost of Roadway Per Mile - - - - $917,660.99

Retained in Program Status

Fencing Draws & Gullies	All Required	$ 1,300.00
Slide Correction	All Required	100,000.00
Pavement Striping	All Required	3,000.00
Transitional Signing	All Required	2,000.00
Reshape Extg. Roads (Sta. 410 to Sta. 431)	All Required	3,000.00
Rock Blanket	All Required	500.00
Reconst. Dyer Rd. with Cattle Guards	All Required	4,500.00
	Subtotal	$ 114,300.00
	10% Engr. & Cont.	11,430.00
	Total	$ 125,730.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$5,175,608.00	$4,775,000.00	$400,608.00
Structures	2,180,328.00	2,011,500.00	168,828.00
Subtotal	$7,355,936.00	$6,786,500.00	$569,436.00
Retained in Program	125,730.00	115,900.00	9,830.00
Total	$7,481,666.00	$6,902,400.00	$579,266.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1-100%

Prefix 601-1069
Contract No. 73522

Utilities

El Paso Natural Gas	All Required	$ 81,500.00
Chevron Pipe Line	All Required	47,000.00
Idaho Power	All Required	64,000.00
Pacific Northwest Bell	All Required	3,300.00
Union Pacific Railroad	All Required	92,000.00
		$ 287,800.00

The above mentioned utilities for Project No's. I-80N-7(29)327 and I-80N-7(30)333 will be claimed on utility Project No. I-80N-7(16)327.

WEATHERBY-LIME SECTION

Project No. I-80N-7(30)333

Salvaged Steel Beams From Existing Bridges

Bridge No.	Disposition	Lb. of Salv. Steel
1781	Remove	32,740
2203	Remain	-
1783	Remove	43,000
1784	Remove	76,380
1785	Remove	38,000
1786	Remain	-
1787	Remove	76,380
	Total Lb.	266,500

WEATHERBY-LINE SECTION

Project No. I-80N-7(30)333

R.R. Protective Cost (UPRR)

Figure one Signalman for 3 months
one Engineer-Inspector for 21 months
one Full Flagging Crew for 3 months

Signalman @ $3.7977 per hour Hq. - Huntington
3.7977 x 8 hr. x 22 days x 3 mo. = $2,005.19
+ 34% payroll additives = 681.76
Total Wages $2,686.95

Equipment Rental @ $9.50/day
$9.50 x 22 days x 3 mo. = $ 627.00
Expenses @ $12.00/day
$12 x 22 days x 3 mo. = 792.00

Total Cost of Signalman $4,105.95

Engineer-Inspector @$849/month Hq. - Portland
$849 x 21 mo. = $17,829.00
+ 34% payroll additives = 6,061.86
Total Wages $23,890.86
Equipment Rental @ $9.50/day
$9.50 x 21 days x 21 months = $ 4,189.50
Expenses @ $12.00/day
$12 x 21 days x 21 mo. = 5,292.00

Total Cost of Engineer-Inspector $33,372.36

Flagging Crew Hq. - Weatherby or Huntington
1 Section Foreman @ $3.67/hour
$3.67 x 8 hrs x 21 days x 3 mo. = $1,849.68
OT $3.67 x 1.5 x 1 hr. x 21 days x 3 mo. = 346.82
$2,196.50

2 Section Laborers @ $2.98/hour
2 x $2.98 x 8 hr. x 21 days x 3 mo.= 3,003.84
OT 2 x $2.98 x 1 hr. x 21 days x 3 mo. x 1.5 = 563.22
$3,567.06

Subtotal Wages $5,763.56
+ 34% Payroll Additives 1,959.61
Total Flagging Crew Cost $7,723.17

Summary

Signalman	$4,105.95
Engineer-Inspector	33,372.36
Flagging Crew	7,723.17
Total RR Protective Cost =	$45,201.48

State will stand $45,000 R.R. Protective Cost.

7352

Form A 106—5M

STATE COPY

G-1P

APPROVED EFFECTIVE DATE 3-31-72
Contingent upon modification of pro-
agreement if additional funds are

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

4-10-72

Order No. 12

Project Name Weatherby - Lime Section   Date March 15, 1972

Highway Old Oregon Trail   Contract No. 7352   F. A. Project No. I-80N-7(30)

County Baker   Prefix 601-1069   Account No. 290-~~11~~ 12 333

Description of Work To Be Done:

Credit project for salvaged steel beams from structures removed under this Contract. Bid Item No. 71.

To Const. 4-13-72

Location by Station Numbers: 364+50 - 455+50 - 497+00 - 520+50 - 607+00

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STATE HIGHWAY ENGINEER

Estimate of Quantities and Costs: Lump Sum = $2,665.00

NOTED
A. E. JOHNSON

Explanation: This credit for salvaged steel beams is provided for under the Project Authorization.

NOTED
TOM EDWARDS

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$8,026,472.94
Present estimate of project cost, including $2,665.00 for work under this order	$7,717,507.00
Expected under-run (amount)	$308,965.94
Expected under-run (per cent)	3.85%

Space to right of this line is for use of Salem Office

Submitted by: Curtis H. Duval
Resident Engineer
C.D. Hiatt

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved: A. E. Johnson
~~Deputy State Highway Engineer~~
Assistant State Highway Engineer ~~or Office Engineer~~

State Printing

O.K.

7352

Form E-109—5M

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...ECTIVE DATE 4-3-72
...ingent upon modification of pro-
...agreement if additional funds are
...uired

Engineer

4-12-72

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Weatherby - Lime	**Date**	March 14, 1972
Highway	Old Oregon Trail	**Contract No.**	7352
County	Baker	**Prefix**	601-1069
Contractor	Gibbons and Reed Company	**F. A. Project No.**	I-80N-7(30)333
Address	P.O. Box 248, Huntington, Ore. 97907	**Order No.**	12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Grade and shape bridge end approaches on railroad access road.

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Location by station numbers:

Right of Sta. 336
Right of Sta. 412
Right of Sta. 456
Right of Sta. 540
Right of Sta. 606

Estimate of quantities and cost:

Labor	$ 770.00
Equipment	520.00
+ pertinent %	232.00
Total	$1,522.00

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Amount of grading and shaping work depends on location of flatcar deck beams in relation to bridge end approaches.
Work must be done in conjunction with structure work performed by U.P.R.R. crews.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 8,026,472.9
Present estimate of project cost, including $ 1,522.00 for work under this order	$ 7,720,172
Expected under-run XXXXXXX amount	$ 306,300.9
Expected under-run XXXXXXX per cent	3.82

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Kersey
Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer
Reg Cr

Approved
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

7352

c

Form A-105—5M

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6-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

…ED EFFECTIVE 3-19-72
Contingent upon modification…
…agreement if addi…

G Malach

4-5-72

FEDERAL HIGHWAY ADMINISTRATION

Order No. ~~10~~ 11

Project Name Weatherby - Lime Date March 9, 1972

Highway Old Oregon Trail Contract No. 7352 I-80N-2(30)333 F. A. Project No.

County Baker Prefix 601-1069 Account No. 290-2511

Description of Work To Be Done: Document a credit to the project for salvaged median rail removed from structures.

to Const. 4-13-72

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STATE HIGHWAY ENGINEER

Location by Station Numbers:

Structure No. 1781A Sta. 364+60
Structure No. 1783A Sta. 456+00
Structure No. 1787A Sta. 606+85

Estimate of Quantities and Costs:

Guard Rail Panels	725	Lin. Ft.	at	$0.325	per ft.	=	$ 235.63
Metal Deck Posts	127	Each	at	7.875	Each	=	1,000.13
Backup Plates	44	Each	at	0.30	each	=	13.20
End Pieces (Type "B")	6	Each	at	5.625	each	=	33.75
				Total			$1,282.71

Explanation: Order authorizes credit to the project for materials salvaged and stockpiled at State Maintenance Yard.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $8,026,472.94
Present estimate of project cost, including CREDIT $1,282.71 for work under this order $7,718,650
Expected under-run ~~over-run~~ (amount) $307,822.94
Expected under-run ~~over-run~~ (per cent) 3.84

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer or~~ Assistant State Highway Engineer

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JUN 5 - 1972
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STATE COPY (Edwards)

7352

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 7, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Federal-aid Project
No. I-80N-7(30)333

Dear Sir:

All work under Contract No. 7352, Weatherby-Lime Section of the Old Oregon Trail Highway in Baker County was completed on March 2, 1972.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

George M. Baldwin
Administrator of Highways

By For R D
L. H. Young
Programing Engineer

Federal Highway Administration
Oregon Division Office Endorsement

5-25-72

Conditions noted on above date: Quarry site and work area not satisfactory. Discussed with Resident on 5-25-72.

for
R. E. Simpson
Division Engineer

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OFFICE OF
[illegible]

6-5-72

Young - Kerry

cc Johnson

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1972

FOR FILING

7361

Salem, Oregon
February 25, 1972

Agenda Item 5n
February 22 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: T. W. Litchfield

RAILROAD COMPANIES
FILE No. 684

Attached for further handling are three copies of an agreement with Union Pacific Railroad Company and Baker County providing for construction of the Bubbs Ranch-Weatherby and Weatherby-Lime Sections of the Old Oregon Trail in Baker County.

After the Railroad Company has dated and signed this agreement, please return a copy for the Commission's files. In the meantime, we have retained a xerox copy.

Floyd Query, Secretary

fkn
Att.

7352

Form E-203-581

STATE COPY G-1A

APPROVED EFFECTIVE DATE 2-25-72
contingent upon modification of project agreement if additional funds are required
J. Malack
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Weatherby-Line	Date	2-25 3-10-72 1972
Highway	Old Oregon Trail	Contract No.	7352
County	Baker	Prefix	601-1069
Contractor	Gibbons & Reed Company	F. A. Project No.	I-80N-7(30)333
Address	P.O. Box 248, Huntington, Ore. 97807	Order No.	11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Salvage and reinstall type 2A guard rail flare and anchor to permit extension of guard rail run.

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MAR [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

to Const. 3-15-72

Location by station numbers:

EB 551 to 553

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Labor	$110.00
Equipment	44.00
Materials	20.00
+ pertinent %	31.00
Total	$205.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

NOTED
TOM EDWARDS

Extension of constructed guard rail installation required to provide protection through area of 2:1 slope construction.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$8,026,472.94
Present estimate of project cost, including $205.00 for work under this order	$2,218,650
Expected under-run amount	$307,822.94
Expected under-run per cent	3.84

Space to right of this line is for use of Salem Office

Submitted by: C. D. [illegible]
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer
Br.

Approved [illegible]
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

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FEB 1 - 1972

FOR FILING
FORM 2-30 (REV. 10-60)

I 8(N-7(30)-33
7352

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1972

SUBJECT:

NOTED
A. E. JOHNSON

To:

W. E. Schwartz
Region Engineer
P. O. Box 850
La Grande, Oregon 97850

Asphalt Concrete, Weatherby-Lime Section, Contract #7352

Tests have been completed on asphalt concrete cores from the subject project sampled from the west bound lanes of pavement with and without excess surface asphalt. Review of the test results indicate that the flushed areas have low void content and excess asphalt content, passing #200 and #40-#200 material.

The following is a tabulation of test results for the eight 6-inch and two 4-inch cores. Materials from 6 inch cores representing the same area were combined to provide sufficient mix for oil distillate, gradation and asphalt content testing. Mix design proportions, average gradation and asphalt content for laboratory check tests are also listed.

Wearing Surface:

Data No.	2127	2128	2128	2129	2130	2131	Design	Average (4)
Core No.	310,315	320	325	330,335	340,345	350,355	#966228	Check Tests
Gradation								
1"-1/4"	25.3			29.1	33.4	30.3	37.4	39.5
1/4"-#10	34.6			30.1	29.3	28.1	29.5	27.1
#10-#40	22.3			20.8	18.3	19.1	17.8	16.6
#40-#200	5.9			7.2	6.1	7.3	5.3	5.2
P200	4.3			6.3	5.5	7.5	3.4	4.9
Asphalt w/o Ret.	7.6			6.5	7.4	7.7	6.4	6.7
Total Asphalt	7.8			6.7	7.6	7.9	6.6	6.9
Gravity		2.28	2.15				2.26	
Gr.@100% Comp.		2.34	2.25					
% Compaction		97.4	95.6					
Real Gravity		2.36	2.39					
% Voids		0.8	5.8				3.9	
*Core Surface	3	5	1	1	5	5		

*Identification tags were not attached to several cores when received. Since the cores may not be properly identified, each core was rated for surface condition prior to test. A one rating indicates no excess surface asphalt and a five is an excess asphalt condition.

Oil distillate tests made on portions of mix from the 6-inch cores indicate that a negligible quantity of light oil is contained. It appears that asphalt migration caused by evaporation of diesel or light oil is not a factor in the flushed pavement surface condition.

Gradation and asphalt content of laboratory check tests agree reasonably well with the design proportions. However, the core extraction tests show poor agreement. Asphalt content is 0.1 to 1.3 percent high and passing #200 is 0.9 to 4.1 percent more than the design. It is apparent that the areas of flushed pavement are the result of low void content caused by excess asphalt and fines. Comparing the results of check tests and core tests it appears that the aggregate has broken down during compaction or considerable mix variation occurred during construction.

John C. Jenkins
Engineer of Materials & Research

by

James E. Wilson
Asst. Engineer of Materials & Research

cc: A. E. Johnson ✓
F. D. Morgan
C. D. Hiatt

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JAN 3 1 1972
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STATE HIGHWAY ENGINEER

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FEB 1 - 1972

FOR FILING

I-80N-7(30) 323

7352

January 26, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

472

Dear Sir:

Re: Inspection on Asphalt Concrete
Your File 10-35-DA

Your memorandum of January 11 has been reviewed and discussed with our Region personnel, especially regarding the findings of what you term variation in practice. We also think our overall project control is quite good; however, occasionally something may occur or appear which is not always the best practice. Following are comments regarding the findings noted in your report:

LA GRANDE SECTION

(a) Variation of aggregate temperatures from 160° to 450° when plant was producing asphalt concrete for shoulders.

This operation at the time of inspection was reported to be somewhat erratic due to several reasons. Production per day was in the vicinity of 800 to 1,000 tons, which is low for the size plant on hand. This was partially due to a shortage of hauling vehicles and also to the fact that the contractor was pre-drying the 3/4" to 1/4" size aggregate between rounds of the trucks, as the stockpiles were wet and he was having moisture problems. This caused an intermittent operation at the plant, resulting in variation of aggregate temperatures. Estimations were that the plant was operating only about half of the time.

(b) Original data Inspector obtained while checking amount of asphalt in storage tanks not a part of the permanent record.

Evidently, some tank readings were noted on a piece of paper and later the data was transcribed to a regular form. The original paper on which the data was taken was evidently not retained. We are advising our personnel to retain original data.

BUBBS RANCH-WEATHERBY SECTION

(a) Rubber-tired roller being used for breakdown operating over normal speed.

The Inspector was advised of this at the time it was noticed and he immediately instructed the contractor to slow it down to the proper speed. The corrective action was immediately taken.

(b) Too much compactive effort on center portion of panel by vibratory roller.

This is a questionable finding; however, this next season, we will be able to make rapid tests with our nuclear density gauges which will enable us to tell how much rolling can be done without harm to the pavement.

(c) A large amount of dust being ejected into the atmosphere by the hot plant.

Before this was brought up by the Federal Highway Administration Area Engineer, Messrs. Alfred Shirley and John Walker contacted the contractor and discussed this situation with him. The contractor was at that time contacting the A.C. plant manufacturer regarding the emissions which were not only dust but also poor combustion in his drying drum. It appeared that the dust collector was not operating efficiently, causing excess dust. While the contractor made some progress in dust alleviation before he shut down for the winter, there was still a considerable amount of dust in the air. He claimed he had the blessing of the authorities involved, but he was warned that improvement would no doubt be necessary when he started next spring.

(d) Weigh tickets for asphalt cement not being kept as permanent records.

This evidently is about the same situation as was found on the LaGrande Section where original data was copied and then the original not retained. This matter, as previously stated, will be discussed at our Resident Engineer-Inspector meetings.

WEATHERBY-LIME SECTION

(a) Traffic control poor since contractor did not have proper equipment and manpower to handle the situation.

If the instance referred to is the same as the one reported, the contractor was conducting a normal paving operation in the median area with a windrow operation. He inadvertently got too much material in the windrow and some of it built up too high in the machine hopper and spilled into the adjacent traffic lane. Traffic in that lane was stopped while cleanup operations were made. After about ten minutes, our Resident Engineer ordered traffic be let past, so one of our Inspectors helped direct traffic for a short period while the contractor was attempting to get additional flagmen. This may have involved approximately ten to fifteen minutes.

We have on the agenda for our Resident Engineer-Inspector meetings subject matter relating to traffic control and construction signing. Instances such as this will be added to our discussions in an attempt to eliminate State personnel helping direct traffic except in an emergency.

BALDOCK SLOUGH-RICHLAND INTERCHANGE SECTION

(a) Temperature of asphalt concrete aggregates frequently found to be above the 325° specified.

About all that can be said here is that the period was during late fall when lower air temperatures were occurring and a near maximum laydown mix temperature was desirable to allow sufficient time for compaction.

GENERAL

Your findings note that sometimes a month's time elapsed from when asphalt concrete samples were taken until the laboratory test results were received by the Resident Engineer.

We are now trying to shorten this time period. There are several things involved. Sometimes a short period occurs before the cores or samples are shipped, especially if a weekend is involved. We have noted some delay in transit. Also, there are certain times when paving is going on all over the State and a stockpile of materials waiting to be tested accumulates at the Materials Section.

In some instances, some delay can be tolerated; however, at other times, there is a necessity for the field to know the test results as soon as practical. A procedure is being instigated wherein a Resident Engineer will ask for special consideration on getting results when he needs immediate answers. Such periods would be at the start of a project or if he is experiencing problems. This method will help. In addition, we are instructing the field to eliminate as much delay as possible. The Materials Section is taking the same steps.

As stated previously, these matters are being reviewed with our field personnel so corrective measures can be taken. There is no indication that any detrimental effects are evident from any of the above-discussed items.

Very truly yours,

George M. Baldwin
Administrator

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
P. D. Morgan

JHW:fw/AEJ:ja

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 11, 1972

In reply refer to: 10-25-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Routing
Morgan
Docker
Bond
Walker
Bochma
Johnson
Passa
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JAN 17 1972
CONSTRUCTION
DIVISION

SUBJECT: Oregon Project I-80N-6(42)256
#7337 / La Grande Section
Oregon Project I-80N-7(29)329
Bubbs Ranch - Weatherby Section
#7395 / Oregon Project I-80N-7(30)333
Weatherby - Lime Section
#7352 / Oregon Project I-80N-7(31)296
Baldock Slough - Richland Interchange Section
#7491 / Old Oregon Trail Highway
Stage Inspection

The asphaltic concrete phase of construction was inspected on the above projects between November 9 - 11, 1971. The individual reports for each project have been previously submitted to you for your review.

The project control on all the projects was very good and your personnel are to be commended for their diligence and the quality of their work. As can be expected there was some variation in practices that could cause problems. The word "could" is used because no evidence that either the quality of the products or the veracity of the pay quantities was affected.

The findings of the four inspections are summarized as follows. Please refer to the individual inspection reports for the details of each finding.

La Grande Section - The records indicate the aggregate temperatures varied from 160° to 450° when the plant was producing asphaltic concrete for the shoulders.

The original data the inspector obtained while checking the amount of asphalt in the storage tanks was not part of the permanent record.

(more)

FBK
Police up

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Bubbs Ranch - Weatherby Section - The rubber-tired roller being used for breakdown was being operated at speeds greater than normally accepted.

It appeared there may have been too much compactive effort on the center portion of the panel. This compaction was being done with a Dynapack vibratory roller.

There was a large amount of dust being ejected into the atmosphere by the hot plant. Dust from the plant was falling over 2 miles away from the plant.

The weigh tickets for the asphaltic cement were not being kept as part of the permanent records.

Weatherby - Lime Section - The traffic control was poor because the contractor did not have the proper equipment nor enough flagmen to handle traffic. In one case, State personnel helped to control traffic when the situation got pretty bad. This situation could have been prevented and it is recommended that in future similar cases the contractor be shut down until he can handle traffic safely.

Baldock Slough - Richland Interchange Section - The records indicate the temperature of the asphaltic concrete aggregates were frequently above the specified maximum of 325°.

? General - Frequently up to a month elapsed between when the asphaltic concrete sample was taken and the project received the test results.

RECEIVED
JAN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 20 1972
UTILITY UNIT

[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

January 18, 1972

Re: High Water
Bridge No. 1781A
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(30)333
Contract No. 7352
Your File: D 315 - 2 - 129

ATTENTION: Mr. R. B. Hardin

NOTED
F. B. KLABOE

Gentlemen:

This is in reply to your letter dated January 4, 1972, wherein you ask for clarification of the final paragraph of my letter dated December 13, 1971.

In that letter, I indicated that the existing channel of the Burnt River, as constructed, is adequate to accommodate the design flood discharge of 4200 c.f.s. without raising the elevation of the water above the bottom of the downstream girder of the bridge. When this flood stage occurs, the water will rise above the bottom of the upstream girder of your bridge. In order to improve the flow characteristics and capacity of the channel downstream from your bridge, we will study the feasibility of performing additional work in the channel area between your bridge and the site of the old highway bridge.

If this work is performed, it appears that it will increase the capacity of the channel to accommodate a flow in excess of 4200 c.f.s. However, I wish to advise that our analysis indicates that the cross sectional area of the Burnt River beneath your bridge is not adequate to handle 4200 c.f.s. While we may do this work downstream from your bridge, it is your responsibility to improve the channel beneath your bridge to prevent the water surface from rising above the bottom of the upstream girder.

From your information, it appears from the data we have gathered since this design was made, that the 4200 c.f.s. could be a frequency of approximately 200 years rather than a frequency of approximately 50 years as originally anticipated.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: F. B. Klaboe w/copy of UP letter
W. H. Tebeau "
R. L. Lenz "
W. E. Schwartz " & cross sections
C. D. Hiatt " "
H. M. Fillmore " "

Note to Mr. Schwartz: Please investigate feasibility of additional work at site of old bridge and upstream to UPRR bridge. See print of cross sections.

RECEIVED
JAN 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P. O. Box 8979
PORTLAND, OREGON
97208

January 4, 1972

D 315-2-129

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad and Utility Engineer

Re: High Water
Bridge No. 1781 A
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(30)333
Contract No. 7352

Dear Sir:

Will you please clarify the final paragraph of your December 13, 1971 letter relating to the above-captioned temporary restriction of the Burnt River Channel caused by the State's construction last April.

Your statement leaves some doubt as to the amount of free board below our bridge girders at a flood discharge of 4200 c.s.f. That statement would tend to indicate that any flowing ice, trash or debris would hang up in the bridge which is scarcely a desirable or acceptable situation.

Yours very truly,

RBHardin

R. B. Hardin

Routing
Morgan
Decker
Bond
Walker
Sechrist
Johnson

RECEIVED
JAN 10 1972
CONSTRUCTION DIVISION

Pesta
Swan
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Litchfield
Gallagher
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UTILITY FILING

OREGON STATE
HIGHWAY DIVISION

I-80N-7(30)333
7352

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

December 13, 1971

Re: High Water
Bridge No. 1781 A
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(30)333
Contract No. 7352
Your File: D 315 - 2 - 129

Gentlemen:

Your letter of August 20, 1971, prompted us to make a thorough study of the Burnt River channel through this area.

NOTED
F. B. KLABOE

You will find enclosed herewith four prints of our cross sections showing the channel bottom on April 21, 1971 and as finally constructed on November 4, 1971. We have also indicated the cross sectional area at each of these locations.

In your August 20 letter, you indicate that the area beneath your bridge No. 378.75 is 526.5 square feet. The cross sections enclosed indicate that the area of the channel at points 110 feet, 191 feet and 241 feet down stream from your bridge is 595 square feet. The area at the site of the old highway bridge is 552 square feet.

The channel of the Burnt River which was altered during the construction of our project has now been cleaned and, in our opinion, is adequate to accommodate the design flood discharge of 4200 c.f.s. without raising the elevation of the water above the bottom of the down stream girder of your bridge.

TWL:dl
Enclosure

cc: F. B. Klaboe w/copy of UP letter & cross sections
W. H. Tebeau "
R. L. Lenz "
H. S. Coulter "
E. S. Thompson "
H. M. Fillmore "

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

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DEC 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. E. HARDIN
SUPERINTENDENT
OREGON DIVISION

P. O. Box 8979
PORTLAND, OREGON
97208

AUGUST 20, 1971

(File Ref. D 315 - 2 - 129)

Routing
Morgan
Gallagher

RECEIVED
AUG 25 1971
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad & Utilities Engineer

Dear Sir:

High Water at Highway Bridge No. 1781A,
Weatherby-Lime Section, Old Oregon Trail
Highway, Baker County - Project No.
I-80N-7(30)333 --- Contract No. 7352

Please refer to my letters of April 13 and June 9, 1971 and your reply of June 17 relating to channel restriction at your above-captioned bridge, which resulted in considerable expense in order to protect our railroad bridge immediately upstream.

Cross-sections of the Burnt River channel, taken under our bridge and also under the new highway bridge on or about July 8, 1971, indicate the following:

(1) Cross-sectional area under Railroad Bridge No. 378.75 - - - - - - 526.5 sq. ft. below the bottom of our bridge girders which are at approximately elevation 2367.32, Oregon State Highway Division datum.

(2) Cross-sectional area of channel at a point 105 ft. downstream from the railroad bridge - - - - 426.2 sq. ft., computed to elevation 2367.32, corresponding to bottom elevation of railroad bridge girders.

(3) Cross-sectional area under new highway bridge at a point 218 ft. downstream from the railroad bridge - - - - - 413.0 sq. ft., computed to an elevation of 2367.32 which corresponds to bottom elevation of railroad bridge girders.

It is readily apparent from these cross-sections that the Burnt River channel in the vicinity of your new highway bridge has been restricted and that the channel area, at an elevation below our bridge girders, must be increased to provide an area equivalent to or greater than that which exists under our railroad bridge.

The hydraulic data shown on your contract plans, Drawing No. 24302, indicates a design highwater elevation of 2364.0 which is considerably less than the highwater elevation of 2368.0 experienced at the railroad bridge during April this year. In addition, your hydraulic data indicates a design flood discharge of 4200 c.f.s. at a velocity of 11.7 f.p.s., which would indicate a design cross-sectional area of 359.0 sq. ft., considerably less than the 526.5 sq. ft. of available area below our railroad bridge girders.

Since the Burnt River has for sometime been at sufficiently low stage to enable your personnel to complete their investigation, I would appreciate an answer indicating what corrective measures will be taken to increase the capacity of the river channel in the vicinity of your bridge in order to avoid any future repetition of the problems experienced last April.

Yours very truly,

R. B. Hardin,
Superintendent

COPIES TO: WH TEBEAU
HS COULTER
ES THOMPSON
HM FILLMORE
8-25-71
RL LENZ

Form A-166—[illegible]

I-80N-7(30)333
7352

STATE COPY

G-11

APPROVED EFFECTIVE DATE 11-30-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 12-21-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 9

Project Name Weatherby-Lime
Date December 1, 1971
Highway Old Oregon Trail
Contract No. 7352
F. A. Project No. I-80N-7(30)333
County Baker
Prefix 601-1069
Account No. 274-09

Description of Work To Be Done:

Furnish and place 28-inch traffic control cones in paved median area.

NOTED
A. E. JOHNSON

RECEIVED
DEC 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by Station Numbers: Entire project.

Sta. 316+50 to 632+00.

Const. 12-23-71

Estimate of Quantities and Costs:

200	28"Florescent Traffic Control Cones @ $4.90/cone	$ 980.00
Install Cones	200 @ $1.00/cone	200.00
		$1,180.00

NOTE: Approximately 160 of the cones to be placed immediately. The other 40 are designated as replacements as needed.

Explanation: These cones are to be used to designate centerline in the wide paved area and be maintained until the concrete median barrier is constructed.

NOTED
TOM EDWARDS

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $8,026,472.94
Present estimate of project cost, including $1,180.00 for work under this order $8,026,472.94
Expected under-run / over-run (amount) $
Expected under-run / over-run (per cent)

Space to right of this line is for use of Salem Office

Submitted by: E. S. Thompson, Resident Engineer

Approval Recommended: Morgan, Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: H. S. Coulter, Division Engineer

Approved: R. D. Ankeny, ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ ~~Office~~ Engineer.

Program and Planning

State P

(13)

RECEIVED
DEC 1 1971

FOR FILING

I-80N-7(30)333
7352

November 26, 1971

Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

Gentlemen:

The State Highway Commission at its meeting on November 24, 1971, considered your second request for an extension of time on Contract No. 7352 for work on the Weatherby-Lime Section of the Old Oregon Trail in Baker County.

The Commission granted a second extension of 32 days without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
V. E. Skoog
H. S. Coulter
E. S. Thompson
Federal Highway Administration

RECEIVED
NOV 18 1971

I-80N-7(30) 333
7352

November 18, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 13
November 24, 1971 meeting

Gentlemen:

Gibbons and Reed Company, contractor on the Weatherby-Lime Section of the Old Oregon Trail Highway in Baker County, Contract No. 7352, has made a second request for extension of time based on a significant increase in the General Excavation quantity. The first request of 20 days was granted on a preliminary analysis of the quantity, time, and effort required to handle the excess excavation.

The quantity and effort have been greatly increased, and we recommend a further extension of 32 days to cover this unforeseen circumstance.

This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration in the extension recommended.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter

JAB:fw/TEY:ms kw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7352 Contractor Gibbons & Reed Company

Highway Old Oregon Trail

Section Weatherby - Lime

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend additional 32 days because of excavation overrun.

Recommended for Approval:

Alfred Shelley Jr
~~Division~~ Engineer
Reg Constr

John A. Brown
fo Construction Engineer ~~or Bridge Engineer~~

Asst State Highway Engineer

Contract No. 7352

Project designation I-80N-7(30)333
State-Federal

Date awarded May 1, 1970

Work started June 1, 1970

Per cent completed 80.4% 9-25-71
Date

No. of Workdays Allowed 420

No. of Workdays Used 386

No. of Added Workdays Requested 37

E—339 (Rev.)—8M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 10, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 420 days to 457 days, within which to complete our Contract No. 7352, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to attached, "Claim for Extension of Time" dated 10 September 1971.

Respectfully submitted,

Gibbons and Reed Company
Contractor

By R Westerman

CONSENT OF SURETY

Date September 17, 1971

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact

James F. Darby (SEAL)

James F. Darby
Resident Agent

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 15, 1971

In reply refer to: 08-35-A5

FROM : for R. E. Simpson, Division Engineer Walach
Salem, Oregon

SUBJECT: I-80N-7(30)333; Weatherby-Lime Section
Old Oregon Trail Highway
Time Extension

Federal participation in extending the contract time an additional 32 days as requested in Mr. Johnson's November 10, 1971, letter is approved.

This extends the contract time allowed for this project to 452 calendar work days.

cy to Morgan
green
Johnson
11-15-71

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

November 10, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Additional Request for Time Extension
Weatherby-Lime Section
Oregon Project I-80N-7(30)333

Gibbons and Reed Company has made a second request for time extension based on a significant increase in the General Excavation quantity, a majority of which was due to flattening cut slopes on one large cut (Station 440 to 455). The contractor is now asking for an additional 37 days.

When the first request was considered, some assumptions as to the quantity and rates of production had to be made and an arbitrary allowance for other concurrent work. This was indicated in our March 16 recommendation to you. As overrun excavation was performed from about March 6 to about May 22, the actual quantity and rate turned out differently.

At the time of the first request, the quantity overrun was estimated at 223,000 yards. The field now acknowledges that the total excavation overrun will be more like 393,000 yards, or 170,000 yards more than was anticipated in early March. The contractor's average rate of production can also be shown to be less than the 10,000 cubic yards per workday (or 7,150 per elapsed day) we used in our March analysis. Although rates up to 14,000 yards a day were reached, the average over an eleven-week period (early March to late May) is estimated at 3,500 cubic yards per elapsed day (from the weekly reports). The Region has derived a production rate through the entire major excavation time on the project on an estimated 2-1/4 million yards and comes up with 6,150 cubic yards per elapsed day (work sheets are attached).

There is, therefore, a good basis to reconsider this request. The extended time expired October 29 and since that date, liquidated damages accrue at the rate of $300 per day. The project is nearing completion, with 27,000 tons paving yet required so completion depends on the weather. The Resident Engineer is now estimating a December 31 completion; 32 days liquidated damages would accrue by December 1, the start of the winter dormant no-count period.

If for some unforeseen reason the project is not completed until next season, a further request for extension would probably be presented. Without going into the judgment areas of concurrent work and the effect of substituting poorer weather days in a late season such as this, we believe there is good basis to extend another 32 days at this time. We request your concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Att.

cc R. L. Porter
Tom Edwards
F. D. Morgan

JAB:fw ms

WEATHERBY-LIME SECTION
CONTRACT NO. 7352

Alternate: Overrun Quantity Only:

Contract quantity of 1,907,000 cubic yards was reached week ending March 13, 1971.

Week Ending	Quantity	
March 6, 1971	1,901,000)	
May 22, 1971	2,172,000)	271,000 C.Y. in 11 weeks or 77 elapsed days.*

= 3,520 CY per elapsed day

177,000 C.Y. additional (to correct overrun quantity) since first time extension.
at 3,520 per elapsed days = 50 days

NOTE: Region analysis does not make any reduction allowance for concurrent work. If this is disregarded on above basis also, the 392,900 C.Y. total overrun quantity at 3,520 C.Y. per elapsed day = 111 days total, or 91 days additional.

A 52-day extension (20 previous + 32 now) would therefore be a ratio of 47 percent of the derived excavation time.

* Work in the 440 - 455 cut area responsible for majority of the overrun was in progress throughout this period of time.

Time extension Request Contr. #7352

Contract Award May 1, 1970
Begin Grading May 15, 1970 } 228 calendar days
Cease Grading Dec. 19, 1970

Resume Grading Jan 5, 1971 } 138 day
Complete Major Grading May 22, 1971

Calendar days to move major exc. = 366 days

Major Exc. 2,250,000 c.y.

Ave Daily Prod. $\frac{2,250,000 \text{ c.y.}}{366 \text{ day}} = 6150$ c.y./day

Final quantities 2,300,000 c.y.
Contract " 1,907,100 c.y.
392,900 c.y. overrun

Days required to excavate overrun

$$\frac{392,900}{6,150} = \underline{64 \text{ days}}$$

(20 days already extended, leaving 44 more by above analysis.)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1971

SUBJECT: Additional Request for Time Extension
Weatherby-Lime Section
Contract No. 7352
Oregon Project I-80N-7(30)333

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Gibbons and Reed Company has made a second request for time extension based on basically the same reason which was acted upon at the May 4, 1971 Commission meeting at which time 20 additional days were approved. The reason is a significant increase in the General Excavation quantity, a majority of which was due to flattening cut slopes on one large cut (Station 440 to 455). The contractor is now asking for an additional 37 days.

When the first request was considered, some assumptions as to the quantity and rates of production had to be made and an arbitrary allowance for other concurrent work. This was clearly indicated in our March 12 recommendation to you and also in the March 16 letter to FHWA. As the actual overrun excavation was performed from about March 6 to about May 22, the actual quantity and rate turned out differently. At the time of the first request the quantity overrun was estimated at 223,000 yards. The field now acknowledges that the total excavation overrun will be more like 393,000 yards or 170,000 yards more than was anticipated in early March. The contractor's average rate of production can also be shown to be less than the 10,000 cubic yard per workday (or 7,150 per elapsed day) we used in our March analysis. Although rates up to 14,000 yards a day were reached, the average over an eleven-week period (early March to late May) is estimated at 3,500 cubic yards per elapsed day (from the weekly reports). The Region has derived a production rate through the entire major excavation time on the project on an estimated 2-1/4 million yards and comes up with 6,150 cubic yards per elapsed day (work sheets are attached).

There is therefore a good basis to reconsider this request and recommend some additional time. The extended time expired October 29 and since that date, liquidated damages accrue at the rate of $300 per day. The project is nearing completion with 27,000 tons paving yet required, so completion depends on the weather. The Resident Engineer is now estimating a December 31 completion; 32 days liquidated damages would accrue by December 1, the start of the winter dormant no count period.

If for some unforeseen reason the project is not completed until next season, a further request for extension would probably be presented. Without going into the judgement areas of concurrent work and the effect of substituting poorer weather days in a late season extension such as this, we believe there is good basis to extend another 32 days at this time.

We therefore recommend an additional 32-day extension (making a total of 52) due to the excavation overrun. Rough draft letters to theFHWA and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

Enc.

cc V. L. Gallagher

RECEIVED
NOV 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OUR REF: 6xT3

10 September 1971

CLAIM FOR TIME EXTENSION NO. 1A

This claim for an extension of time is made to augment the earlier grant of 20 calendar workdays made by the State Highway Commission in answer to our "Claim for Time Extension" dated 10 December 1970.

Reference is made to the following correspondence:

Ref. 1. "Claim for Time Extension" by contractor, 10 Dec. 1970.
Ref. 2. State Highway Department letter of 5 May 1971.
Ref. 3. Contractor letter 5-42 of 17 May 1971.
Ref. 4. Contractor letter 8-59 of 9 August 1971.
Ref. 5. Resident Engineer's letter of 12 August 1971.

Ref. No. 1 requested a time extension of 57 days based on the considerable increase in both common and rock excavation due to slope laybacks at various locations, but most especially at Station 440-455.

Ref. No. 2 granted the contractor a time extension of 20 days. No explanation was given for the time granted being so far below the time requested.

Ref. No. 3 protested the decision of the State Highway Commission in Ref. No. 2, on three counts, which are reiterated in detail below:

1. At the time of the original claim (10 Dec. 70), both the State and Contractor were uncertain of the final volume to be moved, and the claim was based on an estimated final volume of 2,120,000 c.y. Subsequently, it appeared that the final volume would be in excess of 2,243,000 c.y.: Ref. No. 3 showed that with this further increase, a time extension of as much as 64 days was in order, as compared to the 57 days originally requested.

2. Notwithstanding the foregoing, our claim was predicated on the fact that we would be unable, due to the sheer increase in the volume of excavation, to start laying crushed stone base until 10 May 1971. In fact, this date was met exactly as forecast by our claim, thus fully justifying the time extension of 57 days actually claimed five months earlier. We emphasize that the lateness of the date in commencing the roadway base was entirely due to the extra excavation. As such, the effect was to increase the time required to complete the contract, by 57 days.

3. In allowing a time extension of only 20 days out of the 57 requested, the State Highway Commission gave no reason for their action, and the contractor considered an explanation was in order.

Ref. No. 4 stressed the fact that the contract would not be concluded within the currently available time, and again requested early consideration of Ref. No. 3, and an early approval of the original claim as submitted.

Ref. No. 5 acknowledged receipt of Ref. No. 4 and advised that the contractor's letter had been forwarded to the appropriate department.

In conclusion, this contractor believes that the original Claim of 10 December 1970 was entirely justified by the sequence of events; and, notwithstanding the theoretical justification of a greater time extension, earnestly requests an early approval for the balance of the time requested, namely 37 calendar workdays.

RECEIVED
OCT 1 1971
FORM E-30

FOR FILING

I-80N-7(30)333
7352

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1971

SUBJECT: Turbidity from Highway
Construction Projects
Huntington Area

To:

Mr. L. H. Young
Program & Planning Engineer
BUILDING

ATTENTION: Mr. W. H. Tebeau

NOTED
A. E. JOHNSON

In reply to a request from your office, attached hereto is certain information received from H. S. Coulter, Region Engineer, regarding the Huntington, Oregon water system.

I believe that turbidity in Burnt River was kept to a minimum during the construction of the Bubbs Ranch-Weatherby and the Weatherby-Lime Sections of Interstate 80N.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fw
Attachment
cc A. E. Johnson

RECEIVED
OCT 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 8, 1971

SUBJECT:
Turbidity from Highway Construction Projects

To: Mr. F. D. Morgan
Construction Engineer

SALEM

In answer to your letter of September 15 having to do with the Huntington water system, we are attaching reports as prepared by our two resident engineers, Mr. Thompson and Mr. Blickenstaff.

The last paragraph of Mr. Blickenstaff's letter refers to a report that Mr. Thompson was to include in his remarks but that we failed to see. We therefore had Mr. Thompson contact the City of Huntington, which he did on October 7. He discussed this with with Lee Stevenson, the water superintendent, questioning the effect of our construction on the filtration beds. Mr. Stevenson reported that their filter had to be changed about twice as often and only lasted one year instead of two years; that the Huntington users complained only once on poorly filtered water, which was before the contractor had made his arrangements to notify the City of Huntington through Mr. Stevenson before any polluting work.

It is our conviction that a minimum of disturbance has resulted from the work of our two contractors along the Burnt River Canyon.

H S Coulter

H. S. Coulter
Regional Engineer

HSC:sh

Routing
Becker
Bond
Walker
Johnson
Stain

RECEIVED
OCT 11 1971
CONSTRUCTION DIVISION

FORM 2-30 (4-70) SP*58903-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
October 1, 1971

To: Mr. H. S. Coulter
Regional Engineer
La Grande, Oregon

SUBJECT: Siltation-Huntington Water Plant
Weatherby-Lime Section
Old Oregon Trail Highway
Prefix 601-1069
Contract No. 7352

With reference to your correspondence dated September 17, 1971 regarding contamination of the Burnt River during channel change operations; early in the work Mr. Alfred Shirley,Jr. and I made an inspection of the City of Huntington water plant facilities and discussed them with Mr. Lee Stevenson, Water Superintendent.

The plant has a simple sand filtration system to which Burnt River can be or need not be diverted. During irrigation season water storage is not sufficient to care for the city's needs without pumping part of the day. All water pumped to storage is filtered through the sand bed. Mr. Stevenson anticipated no problem with the contractor's channel work providing he was notified beforehand so that they could stop the flow through their sand filter. The contractor also discussed the matter with Mr. Stevenson and agreed to cooperate with them.

The contractor reports that Mr. Stevenson was not always available when they attempted to notify him of pending river pollution. However only one minor complaint was received from the City of Huntington which was very early in the work.

It is my opinion that only slightly more than normal siltation of the sand filter bed took place and a part of this can be contributed to two weeks of exceptionally high runoff in Burnt River during April 1971.

E. S. Thompson
E S Thompson
Resident Engineer

1859

DEPARTMENT OF ENVIRONMENTAL QUALITY

STATE OFFICE BUILDING • 1400 S.W. 5th AVENUE • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

KENNETH H. SPIES
Director

ENVIRONMENTAL QUALITY COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

BU

August 26, 1971

Mr. Joseph Pantuso
Environmental Director
State Highway Building
Salem, Oregon 97310

Dear Mr. Pantuso:

Enclosed is a copy of a memorandum from Mr. Harold E. Milliken, Chief Public Health Engineer, Oregon State Board of Health, pertaining to turbidity from highway construction projects.

It is hoped that your department will have an opportunity to prevent or minimize problems of this nature arising from State Highway Department Construction Projects in the future.

We would like to work with you relative to such matters.

Very truly yours,

EJWeathersbee
Ely J. Weathersbee
Deputy Director

EJW:lb

cc: J. L. Van Domelen
cc: Harold E. Milliken

enc.

RECEIVED
SEP 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to —
A. E. Johnson
F. D. Morgan
H. S. Coulter

NOTED
J. A. PANTUSO

NOTED
W. H. TEBEAU

9/13
cy to Morgan
"Request report from
Coulter if you have not
done so."
A.E.J.

Mailing Address: P.O. Box 231, Portland, Oregon 97207 — Telephone: (503) 229-5696

KHS ✓

MEMORANDUM

OREGON STATE HEALTH DIVISION

August 23, 1971

To : K. H. Spies, Director, Department of Environmental Quality
From : H. E. Milliken

Subject: TURBIDITY FROM HIGHWAY PROJECTS

Recently Leo Farr inspected the intake for the Huntington water supply with Ron Blakely, the City's consulting engineer.

The existing water intake which included an infiltration gallery in the Burnt River left something to be desired, no doubt, but it was also evident that it had suffered considerably from silt spilt into the river upstream by a highway construction project. In fact the infiltration works had become practically inoperative due to the sediment from the river.

Blakely is recommending a Microfloc plant which probably will remedy this particular situation.

The purpose of this memo is to recommend a closer look at possible protective measures in the future when reviewing such projects located upstream from community water supply intakes.

I know it has always been a problem to prevent such turbidity from construction projects, but with the new awareness of all agencies to damage if this kind, perhaps more cooperation may be obtained from them in the future.

Jim Sheetz'memo of October 6, 1970, touched on this problem. (IW8-o Misc. Industrial Wastes).

HEM:dl
cc: J. R. Sheetz, District Sanitary Engineer, Pendleton

HEM

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY
RECEIVED
AUG 24 1971
OFFICE OF THE DIRECTOR

RECEIVED
OCT 5 - 1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-80N-7(30)333
HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310
7352

October 1, 1971

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Dixie Creek Culvert
Weatherby Lime Section
Old Oregon Trail Highway
Baker County
Project No. 1-80N-7(30)333
Contract No. 7352
Your File: D 315 - 2 - 129

Gentlemen:

You have requested information concerning the design of the 120-inch structural plate pipe which has been installed at Highway Station 519+50, on the above captioned section, to handle the flow of Dixie Creek.

The construction plans, which were submitted to you with our letter of April 3, 1970, indicated there was to be installed a 60-inch culvert at this location. Following a cloudburst in July, 1970, Mr. Harland Langley, a rancher living in the immediate area, expressed concern that a 60-inch culvert would not be adequate to handle the flow of Dixie Creek. Our research which followed indicated that the discharge in Dixie Creek at the time of the cloudburst had approached fifty-year proportions (370 cfs). We determined that the safe flood elevation should not exceed elevation 2280±, which is approximately 1.0 foot below the bottom of your bridge. It was proposed to replace the 60-inch culvert with the pipe arch 11.4 feet x 7.2 feet, but this was later changed due to structural inadequacy of the pipe arch for the height of fill involved.

It was finally decided to install a 120-inch structural plate pipe with the flow line inlaid 2 feet below the grade of the stream at the inlet. The resulting area, 67.36 square feet, closely approximates the area of 11.6 feet x 7.4 feet pipe arch.

The drainage area feeding Dixie Creek is 78 square miles. The fifty-year design flow used was 370 cfs. Four copies of the calculations used to determine the size of the drainage facility required to accommodate this flow are attached hereto.

If you need further information regarding this subject, please advise.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

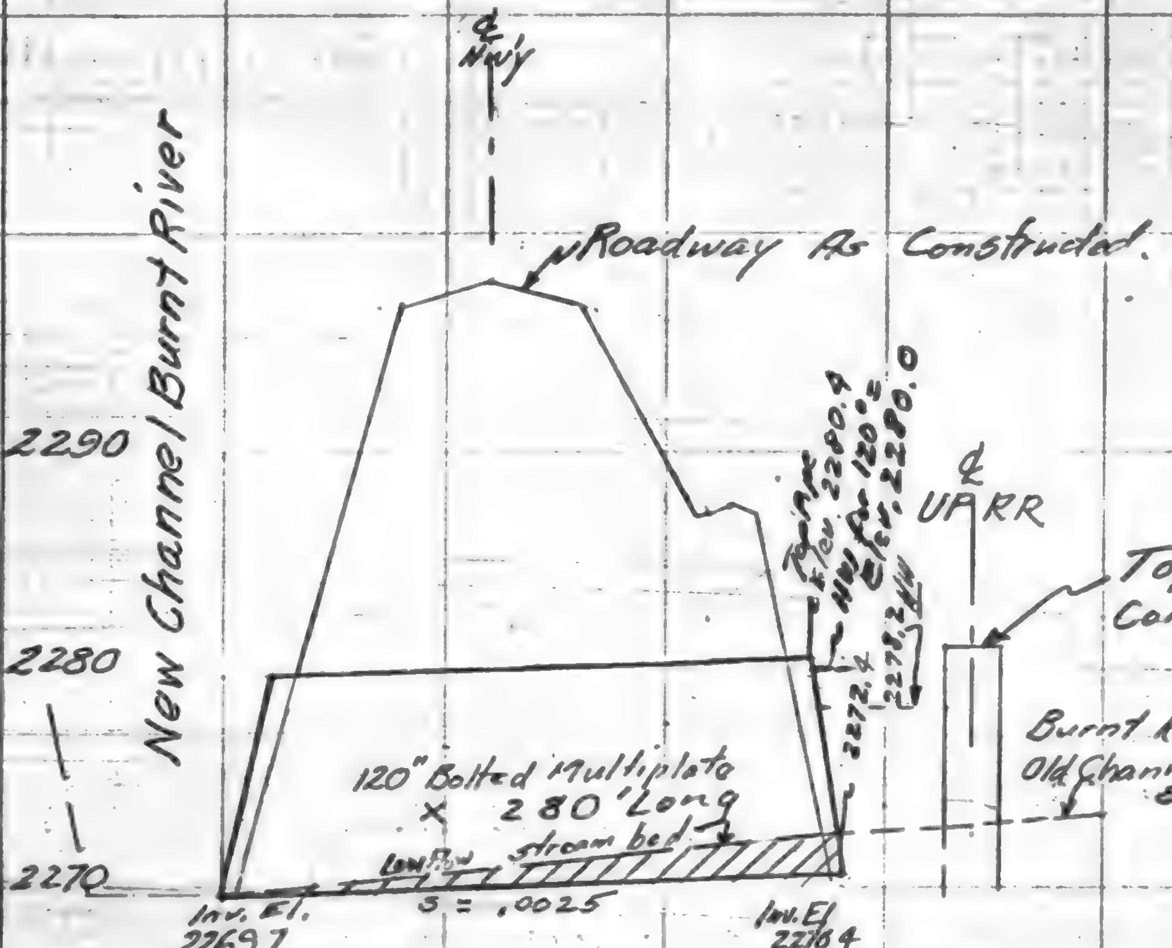
TWL:dl
Enclosure

cc: F. B. Klaboe w/attachment
W. H. Tebeau "
H. S. Coulter "
E. S. Thompson "
H. M. Fillmore "

NO [illegible]
F. B. KLABOE

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DIXIE CREEK CULVER
I-80N - BAKER COUN



Culvert (As Constructed)

Profile Scale 1″ = 10' Vert.
1″ = 100' Hor.

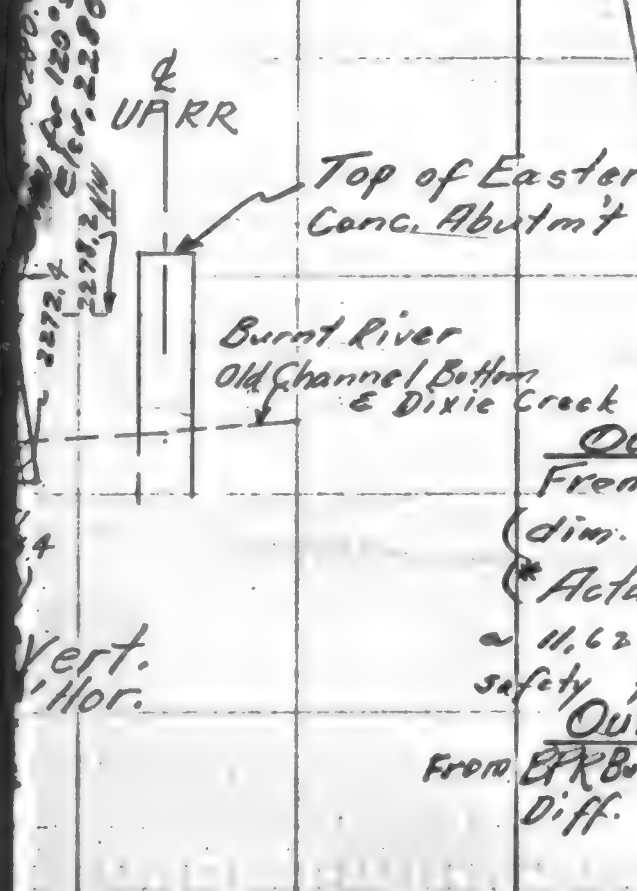
2.

Outlet Contr
From BPR Bull
(dim. * 11.4' × 7.
(* Actual Area
a 11.62 × 7.42
safety factor.

Outlet Contr
From BPR Bulletin #10, chart
Diff. .25 go G

E CREEK CULVERT
RON - BAKER COUNTY

Constructed.



Vert.
'Hor.

$\frac{2.7}{2.8}$ = .9643% or S_0 = .009643

$\frac{L}{100 S_0}$ = $\frac{280}{.9643}$ = 290 (Area-64 ft^2)

Outlet Control Using 11.4' x 7.2' Multiplate Arch Type, 18" Cor. Radius
From BPR Bulletin #10, Chart 36 for #17 Multiplate Pipe Arch,
(dim. *11.4' x 7.2') . HW for 370 cfs = 5.8. Fl. El. 2272.4+5.8=2278.
(*Actual Area of Countersunk (2') 120" = 67.4 sq. ft.), - Closer to
a 11.62 x 7.42 or a #18 str. plate pipe arch affording additional
safety factor.

Outlet Control Using 120" Multiplate on s = .0025
From BPR Bulletin #10, Chart #30:- 370 cfs on 1% Grade = HW 7.5
Diff. .25% Grade & 1% for 280' pipe + 2.1
Corr. HW 9.6
120" Invert Elev. 2270.4
2280.0

Form B-128—30M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Bridge Dixie Creek Data for orig. copy

Calculations by R. Boardman Date Bridge No

Q^{50} = 370 11.42 × 7.25 Multiplate

S= 0.25%, L = 280'

From Bulletin # 10, BPR # 17 Arch HW = 5.8

Diff. between 1% Grade & 0.25 for 280' + = 2.1

Adj. HW HW 7.9

Invert Elev. = 2272.4

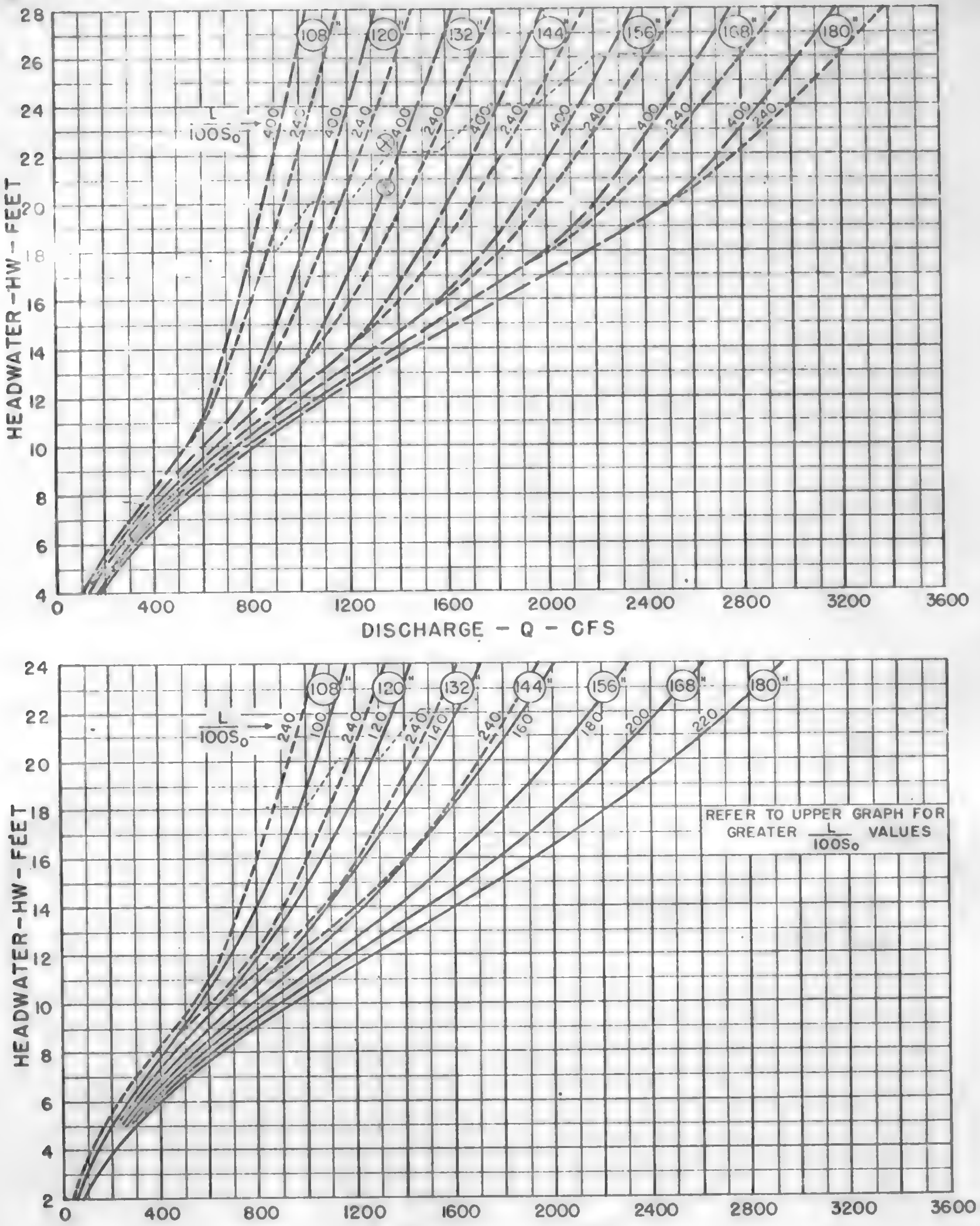
Adjusted HW + 7.9

2280.3

El. Easterly Abutmt. 2281.0

Freeboard 0.7 ft.

CHART 30



REFER TO UPPER GRAPH FOR GREATER $\frac{L}{100S_0}$ VALUES

EXAMPLE

⊗ GIVEN:
1350 CFS., A HW = 22.5 FT.
L = 560 FT., S_0 = 0.014

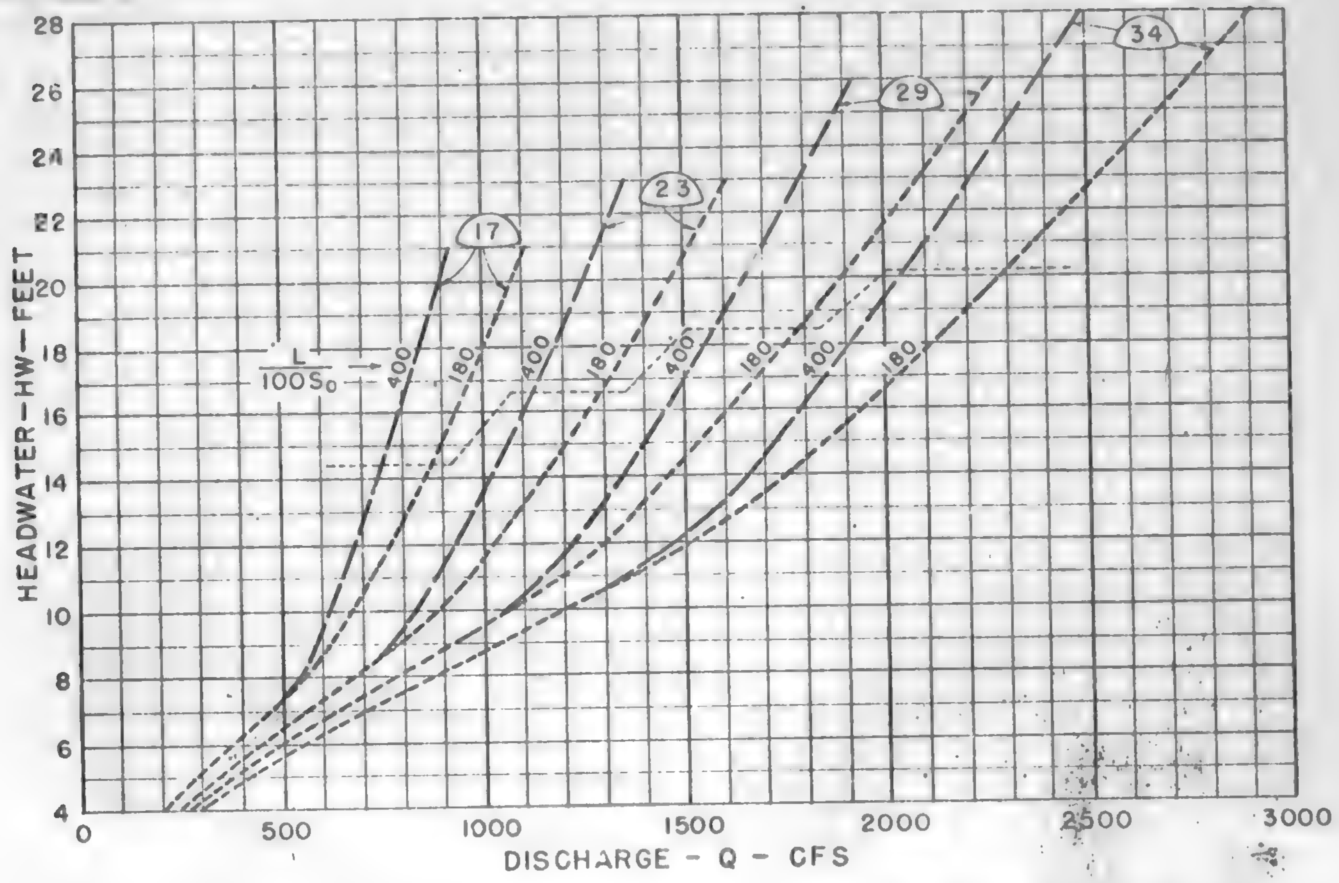
⊗ SELECT 132"
HW = 20.6 FT.

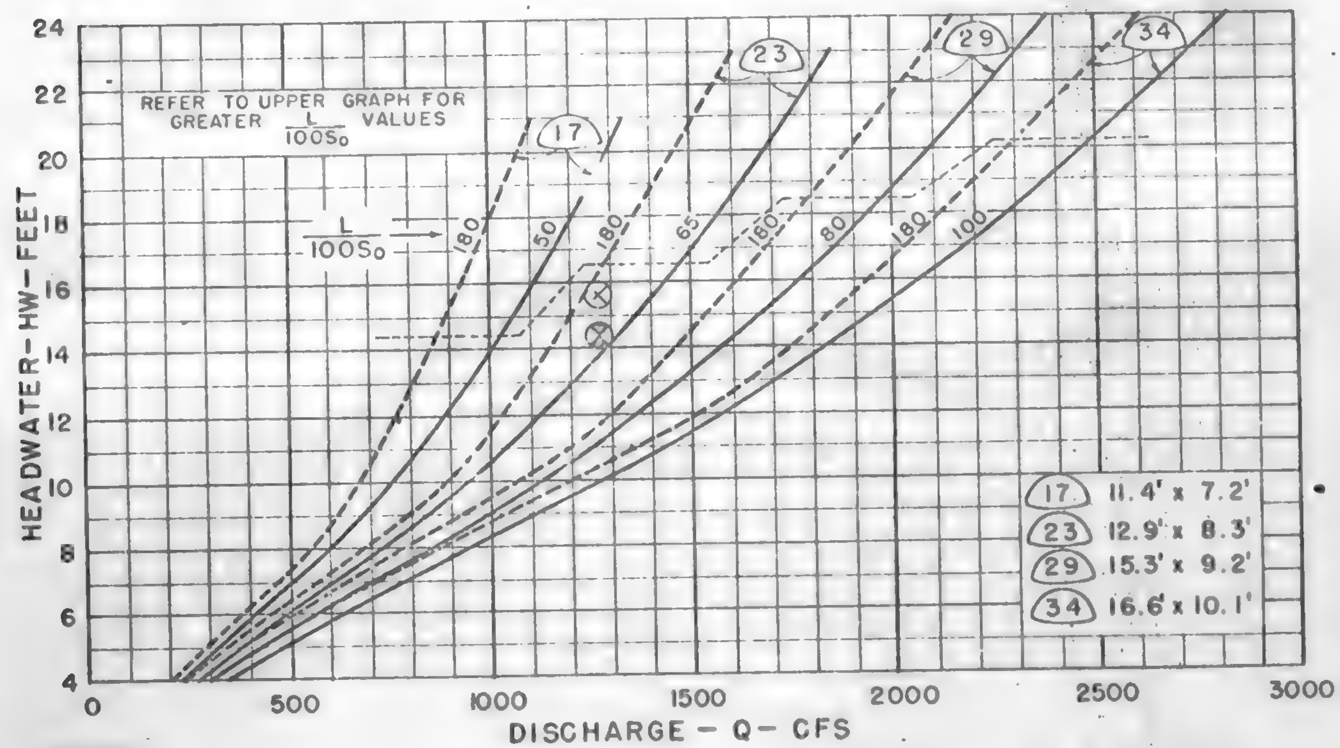
INLET CONTROL L/100 S_0 REVISED SEP. 1964

BUREAU OF PUBLIC ROADS JAN. 1963

CULVERT CAPACITY
STRUCTURAL PLATE
CIRCULAR CORR. METAL PIPE
PROJECTING ENTRANCE
108" TO 180" ○

CHART 36

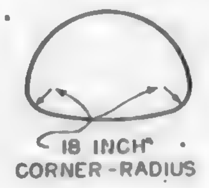




EXAMPLE

⊗ GIVEN:
1270 CFS., AHW = 15.6 FT.
L = 126 FT., S = 0.013

⊗ SELECT No. 23
12.9' x 8.3'
HW = 14.4 FT.
(OR 12.7' x 8.1' HW = 15.3 FT.)



CULVERT CAPACITY
STRUCTURAL PLATE
CORR. METAL PIPE-ARCH
HEADWALL ENTRANCE
7.2' TO 10.1' RISE

BUREAU OF PUBLIC ROADS JAN. 1963

VII G. Structural Plate Circular Corrugated Metal Pipe Culverts

2-in. by 6-in. corrugation

Charts 29 and 30, are used for culverts with inlet face normal to the axis and projecting to or beyond the toe of fill. The charts may also be used for mitered inlets, and all inlet variations given in sec. VII E for standard (1/2" x 2-2/3") circular corrugated metal pipe with projecting entrance.

Charts 31 and 32, are used for a full-height headwall at 90° to the culvert axis, extending at least 1/12 D above the pipe crown and of sufficient length to retain the fill slopes clear of the waterway opening. The charts also apply to all inlet variations given in sec. VII E for standard circular corrugated metal pipe with headwall entrance, except that prefabricated metal end-sections are not available for structural plate pipe.

The high resistance loss for flow in unpaved structural-plate pipe indicates that the culvert invert slopes should be at least 0.01, if possible. Very flat slopes may require a size increase of 1 foot or more for culverts over 200 feet long. The outlet control curves (dashed lines) of the charts are computed for culverts on 0.01 slopes. Therefore the length, in feet, used for each size is equal to the $L/100S_o$ number. The coinciding curves for 300 ft. and 120 ft. culverts, or 400 and 240 ft., at low headwater depths mean that normal depth is reached on the backwater profile before it reaches the crown. In such cases, greater culvert length does not increase headwater depth.

Where it may be necessary to install structural plate culverts at slopes less than one percent, the normal method for determining headwater depth on the basis of the culvert $L/100S_o$ from a chart curve or by interpolation requires modification for more accurate results. Inlet control operation can occur on small slopes only for short culverts, that is, length less than 10 times the diameter, and then only after HW becomes greater than 1.3 D. For greater lengths or lower headwater with short lengths, outlet control will always govern. For slopes significantly less than 0.01, find HW by the following method, for both paved and unpaved culverts:

1. Compute $L/100S_o$ for the culvert L at a slope 0.01, that is, $L/100S_o$ is equal to L. Use reduced L for paved inverts(p. 10-9).

2. Use the $L/100S_o$ of step 1 to read HW from the chart curves for the size under consideration, on the solid line curve or by interpolation.

3. Compute the additional hypothetical fall of the culvert invert introduced by using the one percent slope, i.e., $L\ (0.010 - S_o)$, in feet.

4. Add the amount from step 3 to HW read from the chart in step 2 to obtain a close approximation of the headwater depth required.

The pipe sizes given in the charts are the nominal inside diameter (crest-to-crest of corrugations). The charts are computed for the manufacturers standard inside diameters as given in the table below.

Table of Actual Inside Diameters
of Structural Plate C.M. Pipe

Nominal Diam., in.	Actual Diam. in.	Actual Diam. ft.	Area s.f.	Nominal Diam., in.	Actual Diam. in.	Actual Diam. ft.	Area s.f.
60	59.1	4.93	19.05	120	120.2	10.02	78.8
66	65.2	5.43	23.19	126	126.3	10.53	87.0
72	71.3	5.94	27.73	132	132.4	11.04	95.7
78	77.4	6.45	32.67	138	138.6	11.55	104.8
84	83.6	6.97	38.12	144	144.7	12.06	114.2
90	89.7	7.48	43.88	150	150.8	12.57	124.0
96	95.8	7.98	50.06	156	156.9	13.08	134.3
102	101.9	8.49	56.63	162	163.0	13.58	144.9
108	108.0	9.00	63.62	168	169.1	14.09	156.0
114	114.1	9.51	71.01	174	175.2	14.60	167.4
				180	181.3	15.11	179.3

Form E-326—6M

I-80N-7(30)333

7352

STATE COPY 6-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required. 5-5-71

BY E. J. Halach

TITLE Dist. Engineer

DATE 10-13-71

FEDERAL HIGHWAY ADMINISTRATION

Project Name	Weatherby - Lime	**Date**	September 13, 1971
Highway	Old Oregon Trail	**Contract No.**	7352
County	Baker	**Prefix**	601-1069
Contractor	Gibbons & Reed Company	**F. A. Project No.**	I-80N-7(30)333
Address	P. O. Box 248, Huntington, Oregon 97907	**Order No.**	9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct 12 inch paved culvert end slopes.

To Construction 10-15-71

Location by station numbers:

Throughout the project as required.
Estimated quantity 17 each.

NOTED A. E. JOHNSON

NOTED TOM EDWARDS

Estimate of quantities and cost:

Material - - -	$607.00	Equipment - - -	$101.00	Labor - -	$310.00	
+15% - - -	91.05	+15% - - -	15.15	+20% - -	62.00	
Subtotal - - -	$698.05	Subtotal - - -	$116.15	Subtotal - -	$372.00	Total = $1,186.20

Maximum equipment rental rates allowable as per A.G.C. - State agreement. Percentage allowed contractor is in accordance with executed contract for this project. The net cost effect of this work order is a contract cost increase of $1,186.20.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No contract bid item for this work required by construction of concrete median barrier. Could not justify contractor's price quote.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$8,026,472.94
Present estimate of project cost, including $1,186.20 for work under this order	$7,902,197
Expected under-run ~~over-run~~ amount	$124,275.94
Expected under-run ~~over-run~~ per cent	1.55

Space to right of this line is for use of Salem Office

Submitted by: E. S. Thompson
E. S. Thompson
Resident Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended:
Division Engineer
Reg Const

Approved:
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction ~~Office Engineer~~

SP*23571-731

Form E-200—5M

I-80N-7(30)333
7352

STATE COPY 1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9-29-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-4-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Weatherby - Lime
Date September 8, 1971

Highway Old Oregon Trail
Contract No. 7352

County Baker
Prefix 601-1069

Contractor Gibbons & Reed Company
F. A. Project No. I-80N-7(30)333

Address P. O. Box 248, Huntington, Oregon 97907
Order No. 27 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install transitional barricade and signing.

NOTED
A E

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NOV 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Constr
11-10-71

Location by station numbers:

317 to 353

Estimate of quantities and cost:

Materials - -	$5,900.00	Equipment - -	$400.00	Labor - -	$1,500.00
+15% - -	885.00	+15% - -	60.00	+20% - -	300.00
Subtotal - -	$6,785.00	Subtotal - -	$460.00	Subtotal - -	$1,800.00

Total = $9,045.00

Maximum equipment rental rates allowable as per A.G.C. - State agreement. Percentage allowed contractor is in accordance with executed contract for this project. Net cost effect of this work order is a contract cost increase of $7,045.00.

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contract authorization included $2,000.00 for this work.
Contractor's cost estimate could not be justified. Work to be performed in accordance with Drawing No. S-9, Case "C".

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$8,026,472.94
Present estimate of project cost, including $9,045.00 for work under this order	$7,931,697
Expected under-run ~~overrun~~ amount	$94,775.94
Expected under-run ~~overrun~~ per cent	1.18

Space to right of this line is for use of Salem Office

Submitted by: E S Thompson
E. S. Thompson, Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Division Engineer

Approved

I-80N-7(30)333

Form A-166

7352

STATE FORCES NOT INVOLVED

STATE COPY

6-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon modification of project agreement if additional funds are required

BY [illegible]

TITLE Dist. Engineer

DATE 10-13-71

FEDERAL HIGHWAY ADMINISTRATION

Order No.

Project Name Weatherby - Lime

Date September 7, 1971

Highway Old Oregon Trail

Contract No. 7352

F. A. Project No. I-80N-7(30)333

County Baker

Prefix 601-1069

Account No. ~~274~~-06 285

Description of Work To Be Done:

Provide temporary electrical service to flashing amber beacon and Type 2 Barricade. (Idaho Power Company)

To Constr 10-15-71

Location by Station Numbers:

328

NOTED
A. E. JOHNSON

Estimate of Quantities and Costs:

NOTED
TOM EDWARDS

Up and Down Cost - - - Lump Sum $616.00.

The net cost effect of this work order is a contract cost increase of $616.00.

Explanation:

Electrical service required until Bubbs Ranch - Weatherby Section can be opened to traffic.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$8,026,472.94
Present estimate of project cost, including $616.00 for work under this order	$7,932,313
Expected under-run ~~over-run~~ (amount)	$94,159.94
Expected under-run ~~over-run~~ (per cent)	1.17

Space to right of this line is for use of Salem Office

Submitted by: E. S. Thompson
E. S. Thompson, Resident Engineer

Approval Recommended: [illegible], Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: [illegible], Division Engineer

Approved: [illegible], ~~Deputy State Highway Engineer, Assistant State Highway Engineer or Office~~ Construction Engineer.

State Printing

I-80N-7(30) Weatherby-Lime Section, 1970
333 of Old Oregon Trail Hwy.,
#7352 (Grad., pav., struc. & sign.) #1

OIA 3852
RR 684

I-8'N-7(30)333
7352

Form 2-300-[illegible]

STATE COPY G-1PC

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-19-71
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 9-22-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Weatherby-Lime
Highway Old Oregon Trail
County Baker
Contractor Gibbons & Reed Construction Co.
Address P.O. Box 13388; Portland, Oregon 97213

Date August [illegible], 1971
Contract No. 7352
Prefix 601-1069
F. A. Project No. I80N-7(30)333
Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Adjust armored corners at bents 1 & 4, 1781A, Stage II

Location by station numbers:

Bridge No. 1781A, Burnt River Bridge
Sta. = 364+60

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Labor = $238.83 Equipment = $15.64 Total = $254.47

Maximum equipment rental rates allowable as per A.G.C. State Agreement.
Percentage rate for labor & equipment allowed contractor is in accordance with the executed contract for this project.
Net cost effect of this work is an increase of $254.47.

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[illegible] 1971
BRIDGE DIVISION

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to an engineering error, the armored corners on Stage II had to be raised so that they would match deck elevations.
The corners had to be cut loose, raised & then rewelded.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$8,026,472.94
Present estimate of project cost, including $254.47 for work under this order	$7,922,652.00
Expected under-run ~~over-run~~ amount	$103,820.94
Expected under-run ~~over-run~~ per cent	1.29

Space to right of this line is for use of Salem Office

E. S. Thompson, Resident Engineer
Submitted by: Norman L. Oliver
Ass't Resident Engineer

Approval Recommended: Walter J. Hart
Construction Engineer or Bridge Engineer
Acting

Approval Recommended: [illegible]
Division Engineer

Approved [illegible]

9-27-71

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JUN 21 1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

I-80N-7(30)333
7352

June 17, 1971

Union Pacific Railroad
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: High Water at Highway Bridge No. 1781A
Weatherby Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(30)333
Contract No. 7352
Your File No. D 315 - 2 - 129

Gentlemen:

Your letters dated April 13 and June 9, 1971, concerning the high water at the above captioned location have been received and the allegations contained therein have been reviewed thoroughly by our Hydrologists.

While we have completed as much study as possible of the river under the high water condition, final conclusions regarding this problem cannot be reached until water recedes later on in the summer.

As soon as a river condition exists that is sufficiently low to examine the condition of the river bed, our investigation will be completed.

You will be advised of our conclusions in due course.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe w/copy of UPRR letters
L. H. Young "
H. S. Coulter "
E. S. Thompson "
H. M. Fillmore "

RECEIVED
JUN 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

3525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

Routing E
Morgan

RECEIVED
CONSTRUCTION
DIVISION

Albina - April 13, 1971

D 315 - 2 - 129

~~Mr. F. D. Morgan~~
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Project I-80N-7(30)333
Weatherby-Lime Section
Old Oregon Trail Highway

ATTENTION: Mr. T. W. Litchfield, Railroad and Utility Engineer

Dear Sir:

Recent high water in the Burnt River, which occurred April 9 and 10 last, indicates that the fill slope and riprap section on the westerly bank of the Burnt River, under and adjacent to your new highway bridge No. 1781A, Highway Station 364+60, is restricting the river flow.

In the past during periods of high water, the river channel below our railroad bridge would overflow. The available opening under your original highway bridge, recently removed, would allow this overflow to spread out and not back up to our railroad bridge. It appears that the two-to-one slope and riprap section installed under your new bridge has restricted overflow section to the extent that the total width of available opening at high water elevation is reduced from 105 feet to approximately 77 feet.

Photographs showing the restriction to flow of the Burnt River at your new bridge have been taken and copies will be furnished when processing has been completed. In the meantime, I request that you consider modifying your end slopes to provide an opening under your new bridge to accommodate overflow of the river equal to the opening previously provided under your original bridge immediately downstream.

For the reasons mentioned herein, it is our intent to bill the state for all expenses incurred by the railroad in protecting our bridge during this period of high water. Your early reply as to corrective measures to be taken is requested.

Yours very truly,

R B Hardin

R. B. Hardin

COPIES TO: WHTEBEAU w/PICTURES
HS COULTER
ES THOMPSON
HM FILLMORE

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P. O. Box 8979
PORTLAND, OREGON 97208

Routing
Morgan
Decker
Bond
Walker
Bochine
Johnson

RECEIVED
JUN 1 [illegible]
CONSTRUCTION
DIVISION

Albina - June 9, 1971

D 315 - 2 - 129

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Project I-80N-7(30)333
Weatherby-Lime Section
Old Oregon Trail Highway

ATTENTION: Mr. T. W. Litchfield, Railroad and Utility Engineer

Dear Sir:

Please refer to my letter of April 13, 1971, concerning restriction of high water overflow of the Burnt River resulting from construction of the State's new highway bridge No. 1781A, Highway Station 364+60 near Weatherby, Oregon.

Can you now advise on corrective measures the State proposes to remove the restriction created by the new bridge end slopes in order to avoid repetition of the near serious condition which recently occurred when the Burnt River was not even at flood stage. For your ready reference, a copy of my April 13 letter is attached hereto.

Yours very truly,

RBH

R. B. Hardin
Superintendent

enc.

I-80N-7(30)333
7352

STATE COPY-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-11-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer

Project Name Weatherby-Lime
Highway Old Oregon Trail
County Baker
Contractor Gibbons and Reed Construction Co.
Address P.O. Box 13388, Portland, Oregon 97213

DATE June 16 7-16-71, 19 71
FEDERAL HIGHWAY ADMINISTRATION
Contract No. 7352
Prefix 601-1069
F. A. Project No. I80N-7(30)333
Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Adjust transverse beam at bent 2, structure No. 9820.

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JUL 2[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Bridge No. 9820, Rye Valley O'xing
"C" 4 + 59.88

Estimate of quantities and cost: Labor = $454.45 Equipment = $164,48 Materials = $297.62
+20% = 90.89 +15% = $ 24.67
Sub Total = $545.34 + Sub Total = $189.15 Total = $1,032.11

Maximum equipment rental rates allowable as per A.G.C. State Agreement. Percentage rate for Labor & equipment allowed to contractor is in accordance with executed contract for this project. Net Cost effect of this work is an increase of $1,032.11.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to an engineering error, the columns has to be chipped off one foot & the transverse beam form lowered accordingly to proper grade.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$8,026,472.94	
Present estimate of project cost, including $1,032.11 for work under this order	$7,904,679.00	
Expected under-run ~~over-run~~ amount	$ 121,793.94	
Expected under-run ~~over-run~~ per cent	1.52	

E.S. Thompson, Resident Engineer
Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Alfred Shelby Division Engineer
Reg Main
A Kef.

Approved: ~~Assistant State Highway~~ Engineer
Construction
7-20-71

SP-6201-724

I-80N-7(30)333

Form A-105

RECEIVED
JUL 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7352

STATE COPY

G-16

APPROVED EFFECTIVE DATE 6-18-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 7-2-71 Order No. 5
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Weatherby-Lime

Date June 8, 1971

Highway Old Oregon Trail

Contract No. 7352 F. A. Project No. I-80N-7(30)333

County Baker

Prefix 601-1069 Account No. 278-05

Description of Work To Be Done:

Paint traffic lines and install traffic markers on new construction.

Location by Station Numbers:

Throughout the project limits

Estimate of Quantities and Costs:

25.9 miles 3" beades solid shoulder stripe at $44.00	$1,139.60
12.3 miles 4" beaded skip line at 30.00	369.00
2.8 miles 4" beaded solid line at 54.00	151.20
20.0 hours incidental interchange pavement legend @ $35.00	700.00
	$2,359.80

TOM EDWARDS

Explanation:

This is a contract authorization.
The contractor is not equipped to perform this work and it can be better performed by the State.
Prices to be used will be those in effect at time work is done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$8,026,472.94
Present estimate of project cost, including $2,359.80 for work under this order	$7,861,383.
Expected under-run (amount)	$165,088.94
Expected under-run (per cent)	2.06

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. S. Thompson
Resident Engineer

Approval Recommended:
Construction ~~Bridge~~ Engineer

Approval Recommended:
Rec 7/9/71
~~Division Engineer~~

Approved: Morgan
~~Assistant State Highway Engineer~~
Construction

~~This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.~~

State Printing

7-7-71

JUN 7 - 1971

FOR FILE

I-8N-7([illegible])335
7352

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1971

SUBJECT: Weatherby-Lime Section
Contract No. 7352
High Water - Burnt River

To:

Mr. H. S. Coulter
Regional Engineer
State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

NOTED
A. E. JOHNSON

Referring to Mr. Thompson's letter of May 13, 1971 on subject matter and your note of May 28, 1971, I think it advisable to deny any responsibility for damages to the Union Pacific Railroad property and to the contractor's claim for corrective costs until such time as the flow of water in Burnt River is reduced to such a level as will permit further study of the possible reason for the high level of water reached on April 10, 1971.

Further investigation and study may or may not provide additional data which will show the cause of said high water and place responsibility for same. Quite probably, additional corrective measures will be required and responsibility therefore should not be implied at this time.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fw

cc A. E. Johnson
T. W. Litchfield

RECEIVED
JUN 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
2 Morgan M
1

RECEIVED

NOTED
A. SHIRLEY

E NOTED
R. HECTOR

MAY 17 1971
REC'D DIV OFFICE
LA GRANDE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
May 13, 1971

SUBJECT: Weatherby-Lime Section
Old Oregon Trail Highway
Contract No. 7352
Contractor's Claim Serial
Letter # 5-43

To: Mr. H. S. Coulter
Regional Engineer
La Grande

Please refer to contractor's Serial Letter # 3-39 and my correspondence to you dated April 15, 1971.

Our contractor has now made a claim in his Serial Letter # 5-43, copy enclosed. According to cross sections taken by our crew April 21 and reported in Mr. Tison's letter April 26 the bottom of the channel at new structure was from 2 to 3 feet higher than the plan elevations. This could slow the flow of water causing a buildup of sediment and water level at the R.R. structure. Consequently, I believe the contractor was partially responsible for water rising somewhat above the U.P.R.R. bridge bottom.

A justification for this claim or a denial can best be determined by a study of Mr. Kenneth Boardman's report of a survey he made April 13-15 and W. A. Tison's investigation dated April 26.

U.P.R.R. has reported labor used to raise bridge ends of their structure and for correcting soft spots in their track grade which they claim was a result of the high water. If the contractor's claim is denied, U.P.R.R. should send a statement for this work which can be billed to the contractor on our next estimate.

Please advise whether or not we should pay this claim.

E S Thompson
E. S. Thompson
Resident Engineer

5/28/71
F. O. Morgan
We concur in Res Engr thinking that contractor claim be denied. Reports by Tison + Boardman attached. Pls review + advise your thinking

GIBBONS & REED COMPANY
CONTRACTORS
General Office — Salt Lake City, Utah
P.O. Box 248 - Huntington, Oregon 97907

Serial Letter #5-43

10 May 1971

Mr. E. S. Thompson, Resident Engineer
Oregon State Highway Department
P.O. Box 702
Ontario, Oregon 97914

SUBJECT: Weatherby-Lime Section of the Old Oregon Trail
High Water in Burnt River

Dear Sir:

Reference is made to our Serial Letter 3-39 of 13 April 71 on this subject.

We now present our claim to cover the cost of clamming the channel immediately upstream of Bridge 1781A, as orally directed by your office on Friday and Saturday, 9 & 10 April 1971. No charge has been made for the bulldozer tractor in that this work may have been required to be performed in any event. The clamming operation was definitely beyond the scope of the contract, and was required essentially as a result of the mismanagement of the river control at Unity Dam in our opinion. In the same light, we deny responsibility for any charges made by the Union Pacific Railroad for adjusting track in this vicinity.

COST BREAKDOWN

13 hours - 40 Ton Mobile Crane		@	43.50	=	565.50
13 hours Crane Operator	1	@	6.60		
	12	@	9.90	=	125.40
13 hours Crane Oiler	1	@	5.78		
	4	@	8.67		
	8	@	8.49	=	108.38
Union Fringes - 26 hours		@	.80	=	20.80
Payroll Tax & Insurance - 233.78		@	13.61%	=	31.88
Travel Pay - 18 hours		@	.8125	=	14.63
Contractor's Allowance - Equipment					84.82
Contractor's Allowance - Labor Costs					60.22
					$1,012.63

Yours very truly,

GIBBONS AND REED COMPANY

Robert E. Adler

Robert E. Adler
Project Superintendent

RECEIVED
MAY 12 1971
E. S. THOMPSON
RES. ENGR.

JF/REA/bjc

PRELIMINARY COPY
SUBJECT TO CHANGE

SUBJECT: Flooding of Burnt River at Station 364+60
Weatherby - Lime Section
Interstate 80-N
Baker County

On Saturday, April 10, 1971 Burnt River reached flood stage during the early morning hours at the new bridge site at Sta. 364+60 and nearly flooded the railroad bridge and tunnel adjacent to the highway. The following Monday, Region V requested that we make a study of the circumstances involved in the incident as pertained to channel design and capacity! Two men were sent immediately to obtain information at the site - water elevations, pictures, etc. Meanwhile, the State Engineer's office in Salem was contacted for information about the cause of flooding which originated near Unity Reservoir which is located at the upper end of the main stem of Burnt River. With their help and the help of the U.S.G.S. office in La Grande, the following chronology of events was assembled.

A rise in temperature accompanied by a warm rain occurred on the North Fork drainage of Burnt River and the pool behind Unity Reservoir started rising during the night of April 7 and early morning of the 8th. The caretaker at the dam, Mr. Buker, began releasing additional water because the reservoir level was coming uncomfortably close to the crest of the dam; the rate of evacuation gradually increased until a peak discharge of about 1250 cfs was reached around noon of the 8th. This peak flow was maintained through the 8th, 9th, and into the morning of the 10th at which time Mr. Buker began to slowly close down the gates at a rate which prevented the water from rising any further in the reservoir.

Tracing the progress of the flood down river to Huntington, it was found that, starting with the peak discharge at the reservoir (River Mile Post 63.6) at 1200 hours on the 8th, the peak passed Bridgeport (M.P. 41) at 1500 hours on the 9th, and reached the gage at Huntington (M.P. 2.9) at 2330 hours on the 10th. By averaging the propagation rate of the wave crest, the peak should have reached the construction site at 1300 hours on the 10th; actually high water apparently occurred much earlier in the

PRELIMINARY COPY
SUBJECT TO CHANGE

morning. Resident Engineer E. S. Thompson in Ontario notified the Region V Engineer at La Grande at 0230, on the 10th, that water was up on the beams of the railroad bridge and endangering the tunnel. The flood crest on the river could not possibly have reached this point so soon; therefore, other conditions must have dictated the excessive depth of water at this point.

Ravelings from the contractor's operations in the cut above the railroad tunnel had partially filled the river channel (per letter from E. S. Thompson, Res. Engr., to Scott Coulter, April 26, 1971). On April 8 the railroad inspector discussed the condition with highway personnel, asking that something be done about the removal of the material to alleviate the high water which was present at the time; Thompson instructed the contractor to work on the problem. A D-8 dozer was used to clean the ravelings back to hard rock (per Thompson); this, however, leaves a question as to just how much ~~work~~ material was actually moved. The only solid rock in the channel is a small rock point which extends into the stream just below the abandoned railroad tunnel - a distance of about 120 feet upstream of our bridge while the rest of the streambed is composed of gravels and alluvium. To reach this rock point, the dozer used a haul road along the ea[illegible]ore bank to pass beneath our structure and along a narrow ledge. It was working in water while shoving the ravelings off the ledge, apparently into the deeper and swifter water. At the edge of this ledge there is a seven-foot drop into the main channel so the dozer was obviously not working in the main channel. This would indicate that any excess material in the main channel was not moved out, because of deep water, and probably, also, because it could not be seen.

The railroad bridge is composed of two spans supported midstream by a large pier. The main channel passes beneath the easterly span while the other span crosses a flood plain which is only 4½-7 feet below the bridge girder and is covered with a fairly heavy growth of willows both upstream and downstream of the railroad bridge. During the early morning of the 10th, the railroad had a rail-mounted crane with clam shell operating over the upstream side of their bridge digging out willows and material in an effort to open up the area of the flood plain under their bridge. The state asked their contractor to do what he could to help the railroad in this effort and at the request of John Hanson, U.P.R.R. Roadmaster, he excavated ~~below~~ on the floodplain downstream of the railroad bridge using a mobile crane and clam shell. Mr. Boardman did not see any spoils piles, with the exception of a couple small ones, from this operation so the material was probably dumped into the main channel to be carried away(?) by the stream.

Ken Boardman took a streambed profile across the river along the upper side of the railroad bridge on the 14th of April, and the resident's crew took one along the downstream side on the 21st; the downstream profile is two-three feet higher across the reach of the floodplain and most of the main channel. The river was running too high and fast for cross-sectioning elsewhere until the 21st when a caterpillar tractor and operator were employed in taking five cross-sections of the stream below the railroad bridge and through our structure. Elevation 2356.2 for the normal streambed was selected from the slope-staking notes for the access road being constructed under the westerly end of our structure. From the aerial survey by Staats and from two bridge vicinity maps, a streambed profile was established through this elevation. This profile was further corroborated by water surface elevations from the railroad structure downstream for 4700 feet as taken from vertical photographs taken on Nov. 14, 1969 at a time that the river was flowing at a rate of 49 cfs. The lowest channel elevations taken from Thompsom's sections of the 21st indicate that upstream of our structure the streambed is from 3 to 3½ feet higher than normal; this false streambed dropped as it passed through our structure to an elevation 2 to 2½ feet higher than normal; this checks an elevation taken by Boardman on the 14th some 150 feet further downstream.

PRELIMINARY COPY
SUBJECT TO CHANGE

All of the photographs taken by state and railroad personnel indicate a pool was formed upstream of our bridge slope, but they also show that the water was breaking over some obstruction and dropping rapidly through the so-called restricted area. There must have been something unusual obstructing the channel between the railroad bridge and ours which is born out by Thompson's cross-sections. This obstruction is probably material from several sources -- ravelings from the contractor's operations on the benches above the river, possibly material from bridge footing excavation, and material excavated for the riprap toe placed below streambed. Perhaps some material ~~was also [illegible]~~

was also deposited on the upstream side of this obstruction by the river as it slowed down upon entering the pool area.

RIVER DISCHARGES

The streambed below the railroad bridge is higher now than it was at the beginning of construction. This would account for the pool upstream of our structure and for the early peak of flood water — a peak which was not the natural crest resulting from the realease of water at Unity Reservoir some 48 miles upstream. The discharges recorded by the U.S.G.S. gages at Hereford (Unity Reservoir), Bridgeport, and Huntington indicated that this runoff was not exceptional and that it was considerably below the design capacity of our channel.

Station	Date	Discharge
Hereford (Unity)	April 8	1250 cfs
Bridgeport	April 9	1550 cfs
Huntington	April 10	1690 cfs

During April, 1965 a similar runoff was recorded:

Hereford (Unity)	April 21	995 cfs
Bridgeport	April 22	1530 cfs
Huntington	April 23	1620 cfs

~~The~~ The 1971 runoff was some 70 cfs greater than the 1965 record. The statements obtained from old-time residents of the area that the 1971 runoff was the highest they had ever seen in this area, based on their observation that the field downstream of our structure was flooded more, ~~than they~~ could easily be true from their viewpoint; however, the field is quite flat and any slight increase in discharge abetted by a higher streambed level would certainly flood this field more than seen in 1965. This higher streambed below our structure is evidenced by elevations from Thompson's sections and Boardman's data; there is a very strong possibility that considerable material has been moved much further downstream and consequently raising the normal streambed elevation.

CONCLUSIONS:

The streambed below the railroad bridge is higher now than it was at the ~~begi~~ beginning of construction and is probably so from deposition of material from one or more of the contractor's operations. The type of flooding which occurred [illegible]

~~time~~ was unfortunately timed with respect to the construction schedule.

It is believed that the final cross-sectional area as planned ~~for~~ is sufficiently large to carry the design discharge of 4200 cfs which is 2½ times larger than any flow ever seen here. The railroad structure with its present cross-section will carry this design discharge with water at the bottom of beam on the lowest end so it is apparent that the railroad doesn't have a section which is any too large. ~~We~~ A gradient of 0.46% should be carried on the channel through an elevation of 2356.2 at Access Road Sta. 9+50; under the circumstances, the ~~gradient~~ channel work should be extended upstream as far as the railroad bridge and far enough downstream to ensure that all deposited material from the contractor's operations has been removed down to a normal streambed elevation. The plans call for the removal of the old bridge abutmens downstream and it is suggested that the dozer road on the right (easterly) bank be removed so as to open up the channel at this point.

Recommendation

PRELIMINARY COPY
SUBJECT TO CHANGE

Richard L. Lenz
Hydraulics Engineer

FORM [illegible] (REV. 10-60)

NOTED

APR 29 1971

REC'D DIV. OFFICE
LA GRANDE

NOTED
R. HECTOR

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
April 26, 1971

SUBJECT: Investigation of High Water
U.P.R.R. Br. rt. of sta. 364+00
Weatherby - Lime Section
Contract 7352

To: H. S. Coulter
Regional Engineer
La Grande, Oregon

A copy of the letter dated April 13, 1971 written by R. B. Hardin of the Union Pacific Railroad along with your transmittal slip requesting an investigation was received April 20, 1971. As you know, Mr. Kenneth Boardman and Tom Rozell of Salem made a survey of the area on April 13-15. I called Mr. Boardman for information on the survey knowing that at that time it would be impossible to make a complete survey due to the water level. I advised him that the water had receded to the extent that with the aid of the contractor in furnishing a D-8 and operator it would now be possible to cross section the area. On April 21 our survey crew profiled the channel beneath the railroad bridge and also cross sectioned the channel in 5 other locations. These sections have been plotted showing the channel bottom elevations, the elevation of the water April 21 and the elevation of the high water April 9 and 10. The U.P.R.R. bridge is a two span steel girder structure approximately 96 feet in length. Each span is 45 feet in length with a concrete pier in the center of the channel. The westerly span is primarily used for overflow in the event of high water. The upstream channel to this span has a heavy stand of willows which will greatly restrict water flow. See pictures # 1 through # 4. This condition also existed to a lesser degree downstream. The contractor excavated this at the request of Mr. John Hansen, U.P.R.R. Roadmaster, April 10. See picture # 5. Profile of the easterly span of the bridge indicates that the primary channel of the river passes beneath it. The bottom elevations were found to compare favorably with elevations of the channel as shown on the plans for this project. I question section # 2 taken 50 feet downstream, it as well as sections 3, 4 and 5 reveal that the channel bottom is between 2 and 3 feet higher than the plans indicate. Section # 6 taken between the abutments of the old structure appear to be clean and near the elevations existing prior to construction. See picture # 7. It appears that the ravel from the contractor's blasting operation in cut over R. R. tunnel has partially filled the channel bottom. The project superintendent, Robert Adler, advised me that they began to remove this material on Thursday April 8, when it was apparent the river was rising, this operation continued April 9 and 10. Section # 2 is considerable distance upstream from where the ravel came down. The easterly bank of the river juts sharply out and is covered by willows. Until the water level drops, it will be impossible to determine why the channel is high in this area. See picture # 1 showing the willow cover.

I have interviewed four long time residents of this area. All are familiar with Burnt River and are willing to qualify their statements. They are listed as follows:

[illegible]

Fred Gramse, Oregon State Maintenance Foreman, retired 1965. He has lived in Huntington since 1946 and states the river high water of April 9 and 10 was the highest since he has been in the area.

Louis J. Kanyid, rancher, has lived on Dyer Access Road since 1952. He owns both large fields immediately upstream and downstream from the area. He states that the river is the highest since he has been on the ranch. He has never known either field to be flooded to the extent that exist during this period of high water.

Harland Langley, rancher, born and lived in the area 61 years, owns the ranch adjacent to Dixie Interchange. He states that the river is the highest that he can remember.

Juluis R. Hopper, Huntington mailman and rancher, has lived in the area 46 years. He is very familiar with Burnt River, and made the statement that he was amazed to see Louis Kanyid's lower field downstream from our structure completely flooded. He brought the former retired mailman whom he replaced out to let him see the area. Mr. Hopper travels the existing highway nearly every day. See picture # 8 showing this field.

In conclusion I recommend against modifying our structure slope as suggested by Mr. Hardin in the letter from him of April 13. Upon completion of project, the channel will be cleaned out as staked and should give adequate width and depth to handle any water that can flow under the railroad structure. See planned grades on cross section roll.

I am submitting with this report the following supporting data:

(9) pictures of the area
(1) copy of the tow trench exc. notes
(1) copy of access road slope stake notes
(1) copy of profile of existing water April 21
(1) copy of profile of bottom channel under R.R. bridge
(1) copy of cross sections of existing channel
(1) copy of level notes of bottom steel girder
(1) roll of cross sections (under seperate cover)

Please forward this data to Mr. Kenneth Boardman at your earliest convenience.
((above sent to Boardman) 4/30/71)

E. S. Thompson
Resident Engineer

W. A. Tison

by W. A. Tison
Asst. Res. Engr.

cc:Kenneth Boardman

FORM E-30 (REV. 10-60)

ACK | ADE | DOC

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

[illegible] 1971
RECD DIV OFFICE
LA GRANDE

Ontario, Oregon
April 15, 1971

SUBJECT: High Water In Burnt River
Weatherby-Lime Section
Old Oregon Trail Highway
Contract No. 7352

NOTED
R. HECTOR

To: Mr. H. S. Coulter
Regional Engineer
La Grande

We are enclosing herewith a letter from our contractor denying responsibilty for damage or inconvenience to U.P.R.R. caused by the high water in Burnt River.

The tractor dozer time mentioned, in our opinion, was the responsibilty of the contractor since it was used prior to the water coming up on the railroad bridge to remove slough caused by excavating of the right hand side of the tunnel cut. The time shown for the clamshell was work performed removing materials mostly within the railroad right of way.

E S Thompson
E. S. Thompson
Resident Engineer

Encl:

cc E. S. Thompson.—
what about allegation that part of work was at your instruction?
4-20-71 [illegible]

5/28/71
Thompson advises he ordered dozer work
[illegible]

[illegible]

GIBBONS & REED
COMPANY
CONTRACTORS

GIBBONS & REED COMPANY
General Office — Salt Lake City, Utah
P.O. Box 248 - Huntington, Oregon 97907

Serial Letter #3-39

13 April 1971

RECEIVED
APR 14 1971
E. S. THOMPSON
RES. ENGR.

Mr. E. S. Thompson, Resident Engineer
Oregon State Highway Department
P.O. Box 702
Ontario, Oregon 97914

SUBJECT: Weatherby-Lime Section of the Old Oregon Trail
High Water in Burnt River

Dear Sir:

We wish to make a matter of record that we do not accept any responsibility for damage or inconvenience to the U.P.R.R. caused by the current high water in Burnt River. Either such high water is due to natural causes or it is the result of the Burnt River Irrigation District operations at Unity Dam. In any event, we draw your attention to the additional excavation work we performed at the channel at Bridge 1781A, amounting to some 13 hours for the 40 ton Linkbelt (with a clamshell) and 3 hours for a dozer tractor, part of which was in accordance with your direction.

Very truly yours,

GIBBONS AND REED COMPANY

R. E. Adler
Project Superintendent

JF/REA/bjc

RECEIVED
MAY [illegible] 1971

FOR FILING

I-80N-7(30)3[illegible]
7352

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1971

SUBJECT: Parking of State Vehicles in State Work Areas

To: Tom Edwards
Deputy State Highway Engineer

OFFICE

L

Attached is the entire file concerning the moving of a State car by a loader operator on the Weatherby-Lime project, including a report from Region 5.

The matter of hazardous parking of cars by State employees on construction projects was brought to the attention of all the Regional Engineers at the recent Safety meeting and has also been brought to the attention of the Construction Section.

A E Johnson
A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
Att.

NOTED
TOM EDWARDS

FORM 2.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 19, 1971

MAR 23 1971
CONSTRUCTION
DIVISION

SUBJECT: Assignment No. 823-M and 301-AEJ

To:

Mr. F. D. Morgan
Construction Engineer

SALEM

In reference to assignment no. 823-M, the allegations made in Mr. Klein's letter have been investigated and we offer the following comments:

1. The contractor ordered the man fired. A copy of a letter from the resident engineer to the contractor regarding Mr. Klein's being a hazard to work around is attached. Mr. Klein apparently deliberately moved the State vehicle by shoving it with the front end loader which he was operating.

2. State people have instructions to park away from work areas as far as is practical. This has been discussed in the safety meetings on this crew. Attached is a sketch of the area where the accident mentioned in Mr. Klein's letter occurred.

3. Do not believe assistant resident engineer parked hazardously; however, he could have parked further away with no difficulty.

4. The State did not request that Mr. Klein be fired. The State vehicle was shoved 20 to 30 feet, not 12. Some damage did occur to the vehicle in that the bumper, bumper anchors and header pipe must be replaced. The low estimate quoted for the repair was $53.

Prior to this accident, the contractor's supervisory personnel had not complained to the resident or his assistant about the parking of State vehicles; but since then, they have complained. I discussed the incident with Mr. Robert Adler, the contractor's superintendent. He wanted to put Mr. Klein back on the payroll and I informed him that this was up to him. He hires and fires his own people. Mr. Adler's greatest concern appeared to me to be the possibility that Mr. Klein might complain to the NLRB that he was not justly fired and, if the board upheld his claim, the contractor would be liable for compensation to Mr. Klein of all back wages.

FORM E-30

Routing

E

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 19, 1971

MAR 22 1971
CONSTRUCTION
DIVISION

SUBJECT: Assignment No. 823-M and 301-AEJ

To:

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Construction Engineer

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We are also attaching a letter from the contractor to E. S. Thompson concerning this, and also a copy of the memo to the files concerning this written by W. A. Tison, the assistant resident engineer.

I find it difficult to talk about this as an accident because it is an apparently deliberate action on the part of Mr. Klein.

H. S. Coulter
Regional Engineer

By

Alfred Shirley Jr

Alfred Shirley, Jr.
Regional Maintenance Engineer

AS:sh
Attachments

Tison accident

OREGON STATE
HIGHWAY DEPARTMENT

[illegible]

NOTED
A. SHIRLEY

NOTED
R. HECTOR

Gibbons & Reed Company
P. O. Box 748
Huntington, Oregon 97907

RE: Weatherby - Lime Section
Old Oregon Trail Highway
Contract No. 7352

Attention: Mr. R. E. Adler
Project Superintendent

Dear Sir:

This will confirm my statement to you yesterday that we consider operator Robert W. Klein a hazard to the safety of our employees and state vehicles.

Therefore, if this man is allowed to continue as an equipment operator on the project, we refuse to work in the same area as he is. Also since we will not be able to make our required inspections of work he is performing, we also cannot accept the finished product.

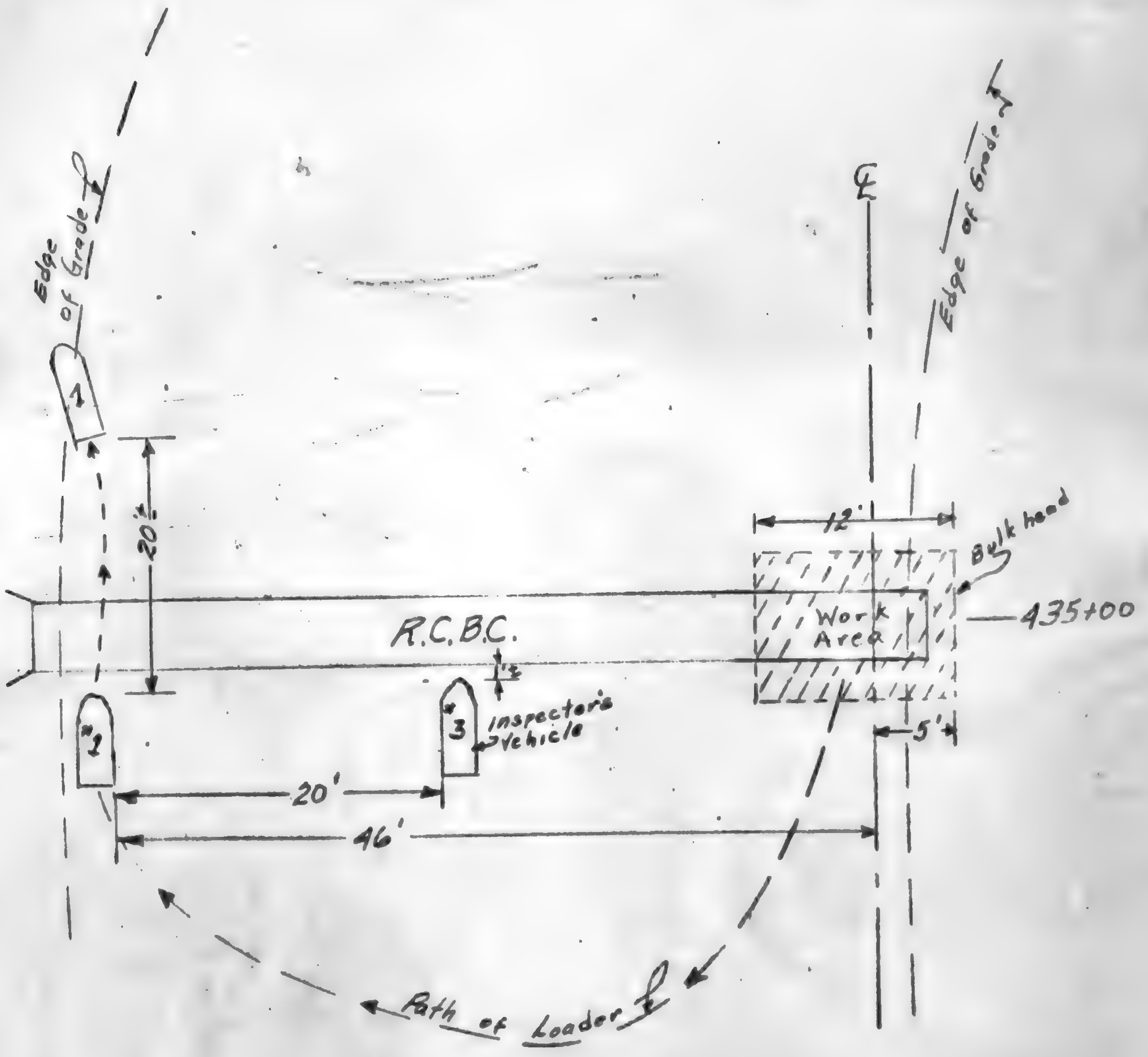
Very truly yours,

E. S. Thompson

E. S. Thompson
Resident Engineer

cc: Gibbons & Reed Co.
Portland
Alfred Shirley, Jr.

Scene of TISON Accident
March 3, 1971



GIBBONS & REED COMPANY

CONTRACTORS

General Office — Salt Lake City, Utah

REPLY TO:
6405 N. E. GLISAN
POST OFFICE BOX 13388
PORTLAND, OREGON 97213
TELEPHONE 234-9681

March 12, 1971

E. S. Thompson, Resident Engineer
Oregon State Highway Department
P. O. Box 702
Ontario, Oregon 97914

Dear Tom:

This date I received a copy of a letter from Mr. Robert W. Klein who was recently terminated on our project as a result of an accident involving a state vehicle. I am attaching a copy that you might review and have for your records. I do feel that the letter is a good letter and certainly requires some consideration even though it is not completely true, as I understand there was about $52 damage done to the state vehicle.

Although I do not condone what Bob Klein did, I certainly do want to speak in his behalf inasmuch as he has worked for us for ten years and during that time has been an excellent employee and a safety minded person.

I am in the hopes that you and I can discuss this problem and see if there is anything we can do to rectify this situation.

Regards,

GIBBONS AND REED COMPANY

R. E. Westermann
Assistant District Manager

RECEIVED
MAR 16 1971
E. S. THOMPSON
RES. ENGR.

REW:rlb

Attachment

P.O. Box 375
Huntington, Oreg
97907
March 10, 1971

Edwards ①

Mr. R. L. Porter
Oregon State Highway Engineers
Salem, Oregon 973106

Dear Mr. Porter:

I have been working for Gibbons and Reed Co. on the Weatherby - Lime project, and I was fired on 3-4-71, on request of the State Highway Department for being careless with equipment and safety violation. In the past eleven years, I have had one on the job accident, and received numerous safety awards.

On 3-3-71 at approximately 10:30 am the Assistant Resident Engineer parked his car in a position where it was in the path of the 988 Loader that I was operating. I dropped the bucket and eased to the bumper of the car and pushed it approximately twelve feet out of the way. There was no damage to the car. This was the safety violation.

The Assistant Resident Engineer, and his crew, constantly create safety hazards by their total disregard of anything, except the work they are intent on doing, and park their vehicles in such a manner as to endanger them by the heavy

Copy to: Gibbons and Reed Co.

equipment working in the area. When this is brought to their attention, they will move the vehicles, but, after leaving the area, and upon their return, they again park their vehicles with no regard to the work going on.

Perhaps, by my bringing this situation to your attention, it will save some one from being injured, or equipment from being damaged or destroyed.

Sincerely,

Robert W. Klein

Copy to: Gibbons and Reed Co.

RECEIVED
MAR 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 8-30 (6-70) SP*52900-736

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
March 4, 1971

To: Memo to the File

SUBJECT:
Weatherby-Lime Section
Old Oregon Trail Highway
Contract No. 7352

Shortly before lunch time this date 3rd March 1971, I parked my state car on the extreme left shoulder of the newly constructed grade on the Weatherby-Lime project to talk to the inspector and also to observe the work being done by a 988 front end loader in filling and compacting the grade against a bulkhead protecting the end of an unfinished box culvert some five feet right of the construction centerline. The inspector's vehicle was parked adjacent and twenty feet right of my vehicle. I had been there less than five minutes when I observed the 988 loader approach my vehicle from the rear, lower the bucket and momentarily slow the loader so that the initial contact was not heavy, and then with a display of temper and profanity accelerate the loader. The car was shoved ahead with enough force that it was kicked out of gear and coasted free and ahead of the loader. It came to rest "high centered" on a heavy rock berm some twenty to thirty feet distance from the point of initial contact. I checked the distance between my tire track and the inspector's vehicle and found the distance to be as stated above which is certainly adequate for a ten to ten and one half foot overall width 988 loader to pass between vehicles. I advised project superintendent, Robert Adler, of the incident. Upon investigation at the area, Mr. Adler stated that there was no reason for the operators action and was going to fire him immediately. Since my car did not appear to be damaged, I suggested that the operator be talked to and allowed to keep his job. As the day progressed, I began to regret this suggestion. This was not an accident but was done intentionally by an outburst of temper which certain Gibbons and Reed employees state is characteristic of this operator. An inspection of the car will be made to determine damage if any.

W. A. Tison
W.A. Tison
Assistant Resident Engineer

cc: Alfred Shirley, Junior ✓

OREGON STATE HIGHWAY DEPARTMENT

Personnel Division

ACCIDENT INVESTIGATION REPORT

Vehicles

1. Division or District 5 E Crew No. 080-52 Crew Supervisor E. S. Thompson

2. Name of Driver William A. Tison Type of Equipment Chev. II Sedan

3. Working Title Asst. Res. Engr. Age 50 Driving Experience (months)____ (years) 32+

4. Accident Location (Hwy.) Weatherby - Lime Section M.P.____ Date March 3. 19 71

5. Describe Driver's Actions Up To and Including Accident: Standing on grade supervising inspector's work.

6. Date Driver Attended Last Safety Meeting 2-11 19 71 Where Resident Engineer's Office.

7. If Accident Was Result of Equipment Failure Was the Failure Due to: Improper Design ----, Improper Maintenance ----, Improper Operation ----, Normal Wear ----.

8. What Steps Were Taken to Have Equipment Faults Corrected Prior to Accident ----

9. What Could Driver No. 1 Have Reasonably Done to Prevent the Accident Nothing

10. What Defensive Action Did Driver No. 1 Take None

11. What Safer Route or Maneuver Could Driver No. 1 Have Taken None

12. What Were Contributing Factors: Physical Impairment of Driver ----
Sight Distance 1,000 ft. Road Conditions Dry Grade Visibility Good

13. Length of Skid Marks: Vehicle No. 1 None Ft. Vehicle No. 2 None Ft.

14. Were Flagmen Being Used No Distance From Accident Site ---- Ft.
What Safety Gear Were They Wearing ----
Were They Controlling Traffic as Instructed (Be Specific) ----

15. What Warning Signs Displayed None
Distance From Work Area ---- No. ---- So. ---- East ---- West, Spacing ---- Ft.

(Complete Form On Reverse Side)

Form E-512

Comments of Investigator No. 1 W. A. Tison, Asst. Res. Engr., parked his vehicle on the extreme left edge of grade to supervise inspection of backfill over R.C.B.C. which was being made with a Cat. 988 front end loader. There was at least 20 ft. between Tison's vehicle and the inspector's. The operator dumped his bucket and swung around and deliberately rammed Tison's car and shoved it about 30 ft. over the side of the rock embankment. Tison walked 1,000 ft. to the contractor's office and reported the incident. Project superintendent radioed grade super. and directed him to remove the operator from the loader and to send him after his check.

Signed ....

Comments of Investigator No. 2

It is my opinion that there was no reason for this operator's deliberate action and Tison had every reason to park his car where he did in the performance of his duties.

Signed E. A. Thompson

Comments of Investigator No. 3

Signed ....

Recommendation of District Maintenance Superintendent or other appropriate supervisor

Signed ....

Recommendation of Division Safety Officer

Tison could have parked farther away but was not parked hazardously - loader operator apparently deliberately shoved vehicle

Signed

Mail Completed Form To: Safety Section, 2960 State Street, S.E., Salem, Oregon 97310

Non-preventable

RECEIVED
JUN 4 - 1971
FOR FILING

I-80N-7(30)333
7352

May 5, 1971

Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

Gentlemen:

The State Highway Commission at its meeting on May 4 considered your request for a 57-day time extension on Contract No. 7352 on the Weatherby-Lime Section of the Old Oregon Trail in Baker County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 20 days to October 16, 1971.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
V. E. Skoog
H. S. Coulter
E. S. Thompson
Federal Highway Administration

RECEIVED
APR 7 - 1971

FOR FILING

I-80N-7(30)333
7352

April 6, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 2
May 4, 1971 meeting

Gentlemen:

Gibbons and Reed Company has requested a 57-day time extension on the Weatherby-Lime Section of I-80N, Contract No. 7352, in Baker County. This request is based on an expected overrun of the General Excavation bid quantity due to the necessity of flattening cut slopes, mainly in two areas.

The General Excavation work is expected to overrun about 240,000 cubic yards or 13 percent of the contract quantity. This work is still in progress as the total project is only about half complete, with overall completion expected late this fall. The excavation overrun will have a delaying effect on the job progress, although not to the extent of the entire time required for excavating the overrun quantity because other work can progress in other areas.

An extension of 20 days is recommended because of the excavation overrun. The 400 calendar workdays allowed on the contract will expire September 26, 1971, so another 20 days would extend the allowable time to October 16. We have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the May 4 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
H. S. Coulter
V. E. Skoog

L. H. Young

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7352 Contractor Gibbons & Reed Company

Highway Old Oregon Trail

Section Weatherby - Lime

Kind of Work Grading, paving, structures & signing.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 20 days extension because of 13 percent overrun in General Excavation quantity.

Recommended for Approval:

Division Engineer

W. A. Bond
for
Construction Engineer or Bridge Engineer

A. F. Johnson
Asst
State Highway Engineer

Contract No. 7352

Project designation I-80N-7(30)333
State-Federal

Date awarded May 1, 1970

Work started June 1, 1970

Per cent completed 35.0% 12-10-70
Date

No. of Workdays Allowed 400

No. of Workdays Used 191

No. of Added Workdays Requested 57

E—820 (Rev.)—5M—10-67

RECEIVED
DEC 21 1970
E. S. THOMPSON
RES. ENGR.

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 10, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 400 days to 457 days, within which to complete our Contract No. 7352, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached "Claim for Extension of Time" dated December 10, 1970.

Respectfully submitted,

Gibbons and Reed Company
Contractor

By A. H. Doolan

CONSENT OF SURETY

Date December 16, 1970

We, THE TRAVELERS INDEMNITY INSURANCE COMPANY

as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact
Miller & Ames - Forsgren (SEAL)

Resident Agent

Reference: 6 XT 3

December 10, 1970

CLAIM FOR TIME EXTENSION

This claim for an extension of contract time is based on the considerable increase in the volumes of the common and rock materials to be excavated, amounting to over 20% of the original estimated quantity.

BASIC FACTS:

Notice to proceed	May 16, 1970
Time allowed	400 calendar days
Net volume of general excavation in Locations A & B:	1,725,000 C.Y.
Bid volume of general excavation in Locations A & B:	1,897,000 C.Y.

STATEMENT OF CASE:

Analysis of the requirements of this contract shows that the work may conveniently be considered as three stages. Stage 1 consists of the work necessary to relocate existing traffic in a number of locations, so as to enable work to proceed with Stage 2, the construction of the westbound lane; construction of the finished eastbound lane, and other miscellaneous work, comprises Stage 3. Further investigation shows that for the timely completion of the project within the specified period, all permanent paving must be done within the single working season of 1971; there is no chance of commencing the paving of the westbound lane before the weather moderates to reasonable warm conditions in the spring of 1971.

For the purposes of this claim, the contractor estimates that the earliest reasonable date to commence paving of the westbound lane is April 5, 1971. Prior to this date, with a lead time of three weeks, work would be required to start on the laying and trimming of plant mix base, on March 15, 1971.

It is noted that the westbound lane, whose readiness to subgrade is required by March 15, 1971, lies essentially on the inside of all the major cut areas. Therefore, excavation of cuts for the westbound lane entails all excavation for the project; such material as is required for fill in construction of the eastbound lane will require to be stockpiled, and rehandled at a later date. It is emphasized, all general excavation (with the exception of some 17,000 C.Y. for railroad access roads, etc.) must be complete in order to construct the westbound lane -- that is, by March 15, 1971.

The contract in its original form therefore called for the excavation of 1,725,000 - 17,000 C.Y. by March 15, 1971. Allowing four weeks for mobilization, and referring to Attachment A, "Calendar of Working Days", we have:

Notice to proceed	May 16, 1970	Day 0
Commence work	June 15, 1970	Day 21
Complete Excavation	March 12, 1971	Day 209

Thus, the number of working days available for excavation is (209 + 1 - 21) = 189 working days.

Effective last day before transition from two shift full spread to essentially winter -

Time operation	November 25, 1970	Day 137
General excavation up to	November 25, 1970	1,575,000 C.Y.

Effective period during which this volume was hauled = 137 - 20 = 117 working days

Mean excavation rate = 1,575,000 ÷ 117 = 13,400 C.Y./W.D.

While the original net quantity to be excavated was some 1,725,000 C.Y. , the original gross quantity as listed in the bid schedule was 1,897,000 C.Y., of which 17,000 C.Y. approximately was for railroad access roads, considered a separate operation. The original contract thus called for the general excavation of 1,880,000 C.Y. to be completed in 189 working days.

The estimated final total volume of excavation at this date, December 10, 1970, differs from the original due to increases in quantities at the cuts at Station 371 (10,000 C.Y. +), Station 450 (359,000 +), Station 550 (76,000 C.Y. ±) and to decreases at other locations as a result of the difference between the mass haul volumes shown by the bid documents and the volumes indicated by sections obtained by photogrammetric methods in June and July of this year. The contractor calculates that effective December 10, 1970, the revised total of general excavation amounts to 2,120,000 C.Y., or an increase over that shown in the bidding schedule of 223,000 C.Y.

Volume remaining to be removed, effective November 28, 1970,

= 2,120,000 - 1,575,000

= 545,000 C. Y.

In contrast to the work that has already been done, the remaining excavation presents considerable problems due to uncertain winter weather, freezing, excessive moisture, shortness of daylight, and generally adverse conditions. This contractor considers that an average excavation rate through the winter and early spring months can be expected to amount to some 5,400 C.Y./W.D.; in addition, while the work will be prosecuted with all speed, it is reasonable to allow for fifteen days during which work will be entirely impractical. It is stressed at this point that the extra volumes being excavated are essentially those added by slope laybacks and that without such additions the original quantities could be excavated within the respective period.

Volume of general excavation remaining to be removed as of November 28, 1970, less 17,000 C.Y. for railroad access, = 545,000 - 17,000 = 528,000 C.Y.

Time required to excavate this volume at 5,400 C.Y./W.D. = 528/5.4 = 98 working days. Allowing for downtime, time required for completion of all excavation except that for railroad access = 98 + 15 = 113 working days.

Effective date at which the excavation is now expected to be completed = 113 working days after November 28, 1970, = day (137 + 113) = day 250 = May 10, 1970.

Time extension required is the period from March 15, 1971, or 57 calendar days.

SUMMARY:

Additional work ordered by the State is of such scope and effect that a time extension of at least 57 calendar days is warranted to permit efficient completion of the contract.

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1970	MAY																X	X	1	2	3	4	5	X	X	6	7	8	9	10	X	X
	JUN	11	12	13	14	15	X	X	16	17	18	19	20	X	X	21					X	X	26					X	X	31		–
	JUL				X	X	36					X	X	41					X	X	46					X	X	51				55
	AUG	X	X	56					X	X	61					X	X	66					X	X	71					X	X	76
	SEP					X	X	X	81	82	83	84	X	X	85					X	X	90					X	X	95		97	–
	OCT			X	X	100					X	X	105					X	X	110					X	X	115				119	X
	NOV	X	120					X	X	125					X	X	130					X	X	135			X	X	X	X	138	
	DEC	139				X	X	143					X	X	148					X	X	153				X	X	X	157			160
1971	JAN	X	X	X	161					X	X	166					X	X	171					X	X	176				180	X	X
	FEB	181					X	X	186					X	X	X	191				X	X	195				[illegible]	X	X	–	–	–
	MAR	[illegible]					X	X	205					X	X	210					X	X	215					X	X	220		[illegible]
	APR			X	X	225					X	X	230					X	X	235					X	X	[illegible]				[illegible]	–
	MAY	X	X	245					X	X	250					X	X	255					X	X	260				264	X	X	X
	JUN	265				X	X	269					X	X	274					X	X	279					X	X	284		[illegible]	–
	JUL			X	X	X	289				X	X	293					X	X	298					X	X	303				[illegible]	X
	AUG	X	308					X	X	313					X	X	318					X	X	323					X	X	328	
	SEP				X	X	X	333				X	X	337					X	X	342					X	X	347			[illegible]	–

"CALENDAR OF WORKING DAYS".
ATTACHMENT 'A'.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 22, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-7(30)333
Weatherby-Lime Section
Old Oregon Trail Highway

The 20-day extension as requested in Mr. Johnson's March 16 letter is approved.

This extends the contract time allowed for this project to 420 calendar work days.

cy to Morgan
4-2-71

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON
Johnson

RECEIVED
[illegible]
ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

March 16, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Weatherby-Lime Section
Project No. I-80N-7(30)333
Request for Time Extension

Gibbons and Reed Company has requested a 57-calendar day extension of time because of an expected overrun in the General Excavation quantity. Attached are the supporting details for the request, wherein the contractor makes two basic assumptions; first, that the original contract excavation would have been completed by March 15, 1971 with surfacing to start at that time; and second, the overrun quantity would be excavated at the rate of 5,400 cubic yards per working day. A third assumption is that the overrun amounts to 223,000 cubic yards. Actually, this quantity may be low. The latest information from the Resident Engineer indicates an expected overrun of 240,000 cubic yards. This is about 13 percent of the bid quantity. We believe an overrun of this magnitude does establish a valid basis for extension and we should respond to it now so the contractor can choose alternative actions based on our decision.

The contractor's assumed rate of production of 5,400 yards per day appears to be quite low, for in the past three weeks, he has actually averaged slightly over 10,000 cubic yards per working day (working five days per week). The overrun results from flattening cut slopes in two cuts, mainly at Station 450, which is in the higher priced Location "B". We cannot readily segregate the rate of production from just this area, but note that average weekly total production which has included work in this area has been as high as 17,000 cubic yards per day.

Some recognition should also be given to likely concurrent surfacing work. Some surfacing can proceed without all westbound excavation being complete, so the excavation time necessary after March 15 may not be all delay. As of last week, the contract quantity of excavation had been moved, so there is a good case for some extension. We believe a reasonable factor to use on the overrun quantity would be 10,000 cubic yards per day, which would make it take an estimated 24 working days, or 33 elapsed days (assuming a five-workday week, which is what the contractor has been doing lately). We would arbitrarily allow only part of this due to concurrent work.

The 400 calendar workdays allowed for this project expire September 26, 1971.

We believe a reasonable response to the request would be to grant a 20-day extension and we seek your concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Att.

cc: R. L. Porter
Tom Edwards
F. D. Morgan

JAB:fw sr

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1971

SUBJECT: Weatherby-Lime Section
Contract 7352
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Gibbons and Reed Company has requested a 57-calendar day extension of time because of an expected overrun in the General Excavation quantity. In deriving this request, the contractor makes two basic assumptions: First, that the original contract excavation would have been completed by March 15, 1971 with surfacing to start at that time; and second, the overrun quantity will be excavated at the rate of 5,400 cubic yards per working day. A third assumption is that the overrun amounts to 223,000 cubic yards. Actually, this quantity may be low. The latest information from the Resident Engineer indicates an expected overrun of 240,000 cubic yards. This is about 13 percent of the bid quantity.

Both the Resident Engineer and the Regional Engineer have recommended against this requested extension at this time on the basis that it appears that structures work is controlling the overall progress and that the actual effect of the excavation quantity overrun can be more accurately appraised after it is accomplished. Both of these points have some validity, but I believe we have an obligation to respond to the contractor's request as best we can at this time. He should be given the opportunity to take alternative action after having a decision.

We believe an overrun of this magnitude does establish a valid basis for extension now. The contractor's assumed rate of production of 5,400 yards per day appears to be quite low. For the past three weeks, he has actually averaged slightly over 10,000 cubic yards per working day (working 5 days per week). The overrun results from flattening cut slopes in two cuts, mainly at Station 450 which is in the higher priced Location "B". We cannot readily segregate the rate of production from just this area, but note that average weekly total production which has included work in this area has been as high as 17,000 cubic yards per day.

NOTED
A. E. JOHNSON

SP*52475-734

Some recognition should also be given to likely concurrent surfacing work. Some surfacing can proceed without all westbound excavation being complete so the excavation time necessary after March 15 is not necessarily all delay. Nevertheless, there is a good case for some extention. As of last week, the contract quantity of excavation had been moved. We believe a reasonable factor to use on the overrun quantity would be 10,000 cubic yards per day which would then make it take an estimated 24 working days, or 33 elapsed days (assuming a 5 workday week, which is what the contractor has been doing lately), then arbitrarily allow only part of this due to concurrent work.

The 400 calendar workdays allowed for this project expire September 26, 1971.

We believe a reasonable response to the request would be to grant a 20-day extension. This would be a significant extension and has the merit of granting a majority of the theoretical amount justified, yet does not extend the project completion date too late into the fall. We therefore recommend a 20-day extension. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
MAR 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1971
FOR FILING
I-80N-7(30)333
1752

-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 23, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(30)333 and I-80N-7(29)327
Weatherby-Lime and Bubbs Ranch-Weatherby

I concur in the proposal described in Mr. Johnson's March 18 letter to eliminate the W-beam median barrier on these projects and to let a future separate contract for a GM-type barrier.

Johnson
cy-[illegible]

NOTED
TOM EDWARDS
4-26-71

RECEIVED
APR [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

4-27-71 Note to Hall: Work up new contracts for letting at proper time.
FBK

copy to Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-80N-7(30)333

RECEIVED
MAY 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

73

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 4-26-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 5-12-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Weatherby - Lime Section
Highway Old Oregon Trail
County Baker
Contractor Gibbons and Reed Company
Address P. O. Box 248 Huntington, Oregon 97907

Date
Contract No. 7352
Prefix 601-1069
F. A. Project No. I-80N-7(30)333
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place rock blanket (class 50 riprap) on structure No. 9820 slopes.

Location by station numbers:

"C" 4 + 92.38 ~~(Dixie Interchange)~~

Estimate of quantities and cost: 600 CUBIC YARDS

Equipment	$1,145.60 plus 15 percent	$1,317.44
Labor	737.22 plus 20 percent	884.66
	Net increase to the cost of project	$2,202.10

Maximum equipment rental rates allowable as per A.G.C. - State Agreement Percentage Allowance in accordance with executed contract for project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

See Drawing No. 24349 of the plans for this project.
Contractor will not quote price for negotiating Price Agreement.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$8,026,472.94
Present estimate of project cost, including $2,202.10 for work under this order	$7,785,930.00
Expected under-run over-run amount	$240,542.00
Expected under-run ~~over-run~~ per cent	3.00

Space to right of this line is for use of Salem Office

Submitted by: W. A. Tison for
W. A. Tison for
R. S. Thompson
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:

5-14-71

RECEIVED
APR 14 1971

FOR FILING

I-80N-7(30)333
7352

Salem, Oregon
April 13, 1971

Weatherby-Lime Section
I-80N, Contract No. 7352

F. D. Morgan
Construction Engineer

Bubbs Ranch-Weatherby Section
I-80N, Contract No. 7395

BUILDING

The decision has been made to eliminate the median guardrail on the two subject projects and provide, under later contracts, GM median rails.

Please proceed to do the necessary things to accomplish this. Included will be the purchase of all guardrail material already fabricated in accordance with standard specification provisions and the payment of documented overhead expenses in connection with the elimination of the guardrail. Any overhead expenses should be well documented and should not contain an item of profit.

It will be necessary to provide for required drainage in connection with the GM rail and to provide temporary guardrail across several bridges during stage construction.

Please ask our Regional Engineer to keep the local Federal Highway Administration Area Engineer informed of his actions.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc H. S. Coulter

RECEIVED
MAR 19 1971
FOR FILING
I-80N-7(30)333
7352

March 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Weatherby-Lime Section and
Bubba Ranch-Weatherby Section
Project Nos. I-80N-7(30)333 #7352
I-80N-7(29)327 #7395

Both of the subject projects as contracted have significant quantities of median barrier, 32,200 feet on Weatherby-Lime and 30,000 feet on Bubba Ranch-Weatherby, all of the steel beam type. The projects were designed several years ago when the present concern for the safety features of the median barrier installation was not fully developed. Both projects have curves of maximum allowable curvature, and it is believed that a GM type barrier will be a much safer installation than a steel beam type.

Our own experience with the few installations of concrete median or GM type barrier, along with reports of its use in other areas, has convinced us that the GM type provides a higher degree of protection for the motorist. The estimated average cost on new construction of the brush type "W" beam rail is $10 per foot, and the concrete barrier $90 per cubic yard or $10.20 per foot. Present short-term experience with the GM type rail recently installed indicates considerably less maintenance cost for this type of installation compared to existing "W" beam type median rail. We will be specifying this GM type on more future projects, including the LaGrande-Ladd Canyon Section which we hope to contract in April.

We have therefore explored the possibilities of changing to the GM type on these two current projects.

Quotations were secured from both contractors and are quite high. This is understandably so due to the contractors' scheduling, particularly on the Weatherby-Lime Section which is to be completed yet this year, and commitments to subcontractors or material suppliers for the post and rail type materials. We therefore believe there would be significant economy in contracting the median rail separately. We request your approval:

1. To delete all median rail construction from the current contracts.

2. For the State to purchase, nonparticipating, any materials which the contractors already have delivered or which cannot be economically cancelled. We would like the option of then utilizing this material on some future Federal-aid projects as State-furnished material but with eligibility for Federal-aid participation at that time.

3. To perform under the existing contracts, and on a participating basis, necessary related drainage work to accommodate the concrete barrier. This has been very roughly estimated at $30,000 on each contract, but this work would be handled by change orders in the usual manner.

4. In lieu of any of the above, if you cannot approve the change to concrete median, to upgrade the post and beam type median by the addition of a brush rail, this to be handled by participating change orders negotiated under the existing contracts.

An early reply would be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
F. D. Morgan
L. H. Young
H. S. Coulter
F. B. Klaboe
Frank Hall
FDM/JAB:fw sr

RECEIVED
MAR 11 1971
UTILITY UNIT

~~FOR FILE~~

1859

OREGON STATE
HIGHWAY DIVISION

I-80N-7(30)333
7352

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

NOTED
A. E. JOHNSON

March 10, 1971

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Work By Railroad Forces, January 16-31, 1971
Weatherby Lime Section
Old Oregon Trail Highway
Baker County
Contract No. 7352
Project No. I-80N-7(30)333
Your File No. D 315 - 2 - 129

Gentlemen:

Our contractor on the above captioned project, Gibbons and Reed Company, has requested further information concerning some fifty-two (52) man hours of work performed by railroad forces for adjusting the track in the area up stream from Highway Bridge No. 1783A. This inquiry rises from your "Semi-Monthly Report On Labor Used" for the period from January 16 through January 31, 1971.

The contractor determined by conversation with your Mr. Swadberg, on February 10, 1971, that the work required by your forces was the result of flood waters backing up behind the contractor's temporary river crossing.

We would appreciate detailed information concerning this additional work by railroad forces so that it may be passed along to our contractor.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: A. E. Johnson
H. S. Coulter
E. S. Thompson
H. M. Fillmore

RECEIVED
MAR 10
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1971
FOR FILE

I-80N-7(30)332
7352

Median Barrier

CON LAG 13 3-2-71 1.20 AM

✓ FRANK HALL

INFO COPY TO F. D. MORGAN

PRICE QUOTES FROM HUGHES AND LADD FOR REVISED MEDIAN BARRIER AS PER DRAWING FROM YOU DATED FEB. 18 AS FOLLOWS....

BRUSH RAIL TYPE	$10.45 PER FOOT
PRE CAST G. M.	13.85 PER FOOT
CAST IN PLACE G.M.	11.75 PER FOOT

RECOMMEND DELETION FROM CONTRACT AS SUGGESTED EARLIER. PLEASE ADVISE YOUR WISHES ON THIS AND ON WEATHERBY-LIME SECTION.

7395
Bubb + Pounds -
Weatherby

7352

COULTER
SH17.

$30,000

pay $10 = $300,000

NOTED
F. D. KLABOE

RECEIVED
FEB 26 1971
FORM E-30 (4-70)
FOR [illegible]

I-80N-7(31)233
7352

SP*52503-794

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 26, 1971

SUBJECT: Weatherby-Lime Section
Old Oregon Trail Highway
Contract No. 7352

NOTED
A. E. JOHNSON

To:

Mr. Frank L. Hall
Design Engineer
BUILDING

We have just received two work orders on the subject contract involving revisions required by a proposed change in the median barrier from standard metal to "GM" concrete. In a preliminary discussion with the Federal Highway Administration, it appears there is some question as to whether they will participate in the increased costs involved.

One of the work orders is a Price Agreement for furnishing and placing additional reinforcing steel on some of the structures to allow for the additional load which would be imposed by the concrete median barrier. Work on at least one of these structures has progressed so that it is necessary to place the additional steel now if the concrete barrier is used. Because of this, the Federal Highway Administration Area Engineer has agreed to recommend that they participate in these costs.

The other work order is to furnish and install temporary median rail on bridges and later to salvage and stockpile the material in the maintenance yard. The temporary railing would be required by stage construction if the concrete barrier is used. Due to the reluctance of the Area Engineer to recommend approval of the concrete barrier, we can not process the order at this time.

It is our understanding that you are preparing a formal request to the Federal Highway Administration concerning this revision. Please keep us advised.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB/DES:fw
cc: A. E. Johnson
I. D. Merchant
H. S. Coulter

RECEIVED
FEB 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1971
FOR FILING
[illegible]

NOTED

[illegible] 1971
REC'D DIV OFFICE
LA GRANDE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
February 17, 1971

SUBJECT: Proposed Median Barrier
Drawing Number 2119 A
Weatherby-Lime Section
Old Oregon Trail Highway
Contract Number 7352

To: Mr. H. S. Coulter
Regional Engineer
La Grande, Oregon

We are transmitting herewith the contractor's proposal for the three alternates for the revised median barrier as shown on subject drawing number.

Following, using the contractor's proposed price quotes and incidental costs where applicable, we have computed construction cost increases and per lineal foot costs. There is 32,100 ft. of median to be constructed.

at $10 = $300,000.00

I. METHOD A: MODIFY POST AND RAIL TYPE:

Price per lin. ft.	$9.25
Contract cost increase	$123,585.00

12^{00}

II. METHOD B: CONCRETE, CAST IN PLACE TYPE:

Price per lin. ft.	$12.80
Contract cost increase	$237,684.50

10^{50}

III. METHOD C: CONCRETE, PRECAST TYPE:

Price per lin. ft.	$13.04
Contract cost increase	$245,388.00

You will note that the contractor's proposed finish is not acceptable and if paint is required an additional $0.90 per lin. ft. must be added to method B or C. Per ft. unit prices for method B and C include $26,466.50, which the contractor is claiming as incidental expenses in addition to his unit price per ft.

On method A he is requesting a time extension of 20 days to complete the additional work and 107 days extension for method B and C. It is my opinion that method B or C concrete barrier can be completed in less time than method A.

Several of the contractor's claims which total 26,466.50 are questionable and would require some documentation to validate them.

Except for the contractor's proposed unit price for method A, which would appear to be reasonable and would void his additional claims, I do not believe this to be an acceptable proposal. Please advise.

E. S. Thompson
E. S. Thompson

I-80N-7(30)333

RECEIVED
MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-11N (Adm) G-1

APPROVED EFFECTIVE DATE 2-25-71
Contingent upon modification of project agreement if additional funds are required.
BY G Valach
TITLE Dist. Engineer
DATE 4-28-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Weatherby - Lime Section	**Date**	February 12, 1971
Highway	Old Oregon Trail Highway	**Contract No.**	7352
County	Baker	**Prefix**	601-1069
Contractor	Gibbons & Reed Company	**F. A. Project No.**	I-80N-7(30)333
Address	P. O. Box 248, Huntington, Oregon 97907	**Order No.**	4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install temporary median rail on bridges. Salvage and stockpile in Maintenance yard.

Cost of haul to maintenance yard will be non-participating.

Should have salvage credit
ERM

Location by station numbers:

Structure No. 1781A
Structure No. 1783A
Structure No. 1787A

Estimate of quantities and cost:

Materials	$5,300.00	Equipment	$180.00	Labor	$1,225.00	
+15%	795.00	+15%	27.00	+20%	245.00	
Subtotal	$6,095.00	Subtotal	$207.00	Subtotal	$1,470.00	Total= $7,772.00

Maximum equipment rental rates allowable as per A.G.C. - State Agreement. Percentage allowed contractor is in accordance with executed contract for this project. Net cost effect of this work order is a cost increase of $7,772.00.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Temporary railing is required to place traffic on Stage 1 construction, because of proposed plan to construct concrete median barrier which cannot be constructed until full width structure is completed.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$8,026,472.94
Present estimate of project cost, including $7,772.00 for work under this order	$7,825,998
Expected under-run amount	$200,474.94
Expected under-run per cent	2.50%

Space to right of this line is for use of Salem Office

Submitted by: E S Thompson
E. S. Thompson
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
Assistant State Highway Engineer

5-5-71

I-5(1)-7(30)333

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JAN 2 ? 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12/21/70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 1-19-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Whatherby - Lime
Highway Old Oregon Trail
County Baker
Contractor Gibbons & Reed Construction Co.
Address P. O. Box 13388, Portland, Oregon 97213

Date December 21 1970
Contract No. 7352
Prefix 601-1069
F. A. Project No. I80N-7(30)333
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Adjust falsework to grade at Structure No. 9394

NOTED
A. E. JOHNSON

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DEC 30 1970
BRIDGE DIVISION

Location by station numbers:

Bridge No. 9394
Construction Sta. 530+49.06

Estimate of quantities and cost:

Labor = $531.93
+20% = 106.39
Subtotal 638.32 +

Equipment = $136.80
+15% = 20.52
Subtotal 157.32 = TOTAL $795.64

Maximum equipment rental rates allowable as per A. G. C. State Agreement. Percentage allowed contractor is in accordance with executed contract for this project. Net cost effect of this work order is a cost increase of $795.64

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to an engineering error the falsework at and in the vicinity of bent 3 has to be lowered to proper grade.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $8,026,472.94
Present estimate of project cost; including $795.64 for work under this order $7,960,970.00
Expected under-run ~~over-run~~ amount $65,502.94
Expected under-run ~~over-run~~ per cent 0.08

Space to right of this line is for use of Salem Office

E. S. Thompson, Resident Engineer
Submitted by: Resident Engineer

Approval Recommended: ~~Division Engineer~~
Region Constr. Engr.

OKGL.
Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Assistant State Highway~~ Engineer
Construction
1-26-71

SP*6201-734

RECEIVED
DEC 18 1970
D

FOR FILING

I-80N 7(30) 333

7357

NOTED
A. E. [illegible]

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARBIN
SUPERINTENDENT
OREGON DIVISION

2825 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

DECEMBER 8, 1970

(File Ref. D 315 - 2 - 129)

Routing
Morgan
Decker
Sand
[illegible]
Cochran
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
DEC 9 1970
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Division
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad & Utility Engineer

Dear Sir:

In view of the anticipated nationwide railway strike presently set for 12:01 AM, Thursday, December 10, it is respectfully requested that the State instruct its Contractors, on such projects that might affect our operations or facilities, to refrain from any operations which could cause damage to our track or facilities as a result of blasting and/or any other activity.

If this strike does materialize as presently scheduled, we will not have any watchmen, flagmen or section forces available to patrol the track and make necessary repairs thereto. Neither will we have forces available to repair our signal or communication lines, the operation of which nevertheless must be maintained.

Some trains will continue to operate after the strike. These trains will be manned by Railroad supervisory personnel and will continue to their original destination or to the nearest terminal depending on the individual train priority. In the interest of national defense it may also become necessary to run special trains during the course of the strike.

Since our maintenance forces will not be available, you can readily see that we would be quite vulnerable to any track damage caused by your Contractors' operations.

Hopefully this strike will be averted, but we will probably not know definitely until 12:01 AM, December 10.

Hughes & Ladd, Inc., your Contractor on the Bubbs Ranch-Weatherby Section, is presently working two 9-hour shifts, the last shift quitting at 1:00 AM. Our eastbound Streamliner, TRAIN NO. 105, is scheduled through this area at approximately 2:15 AM. Will you please request Hughes & Ladd to confine their second shift operation on Wednesday, December 9, to areas removed from our track and right of way in order to eliminate the possibility of any accidents which might occur immediately preceding the strike deadline. This request would also apply to your Contractor, Gibbons & Reed on the Weatherby-Lime Section.

Your cooperation in this regard will be deeply appreciated and it is requested that you advise our Mr. Scanlon by telephone what protective measures will be set up.

Yours very truly,

R B Hardin

R. B. Hardin,
Superintendent

COPIES TO:

AE JOHNSON
FD MORGAN
HS COULTER
WC FERGUSON
JC HIATT
HE WOODWARD
JR HAGEDORN
LV BLICKENSTAFF
ES THOMPSON
HM FILLMORE

RECEIVED
DEC 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 18 1970
FOR FILING

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION
I-80N-7(30)
7332

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2828 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 6, 1970

(File Ref. D 315 - 2 - 129)

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
NOV 10 1970
CONSTRUCTION
DIVISION

Pease E
Swan
Glenn
Litchfield

Gallagher
Stein

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad & Utility Engineer

Dear Sir:

It has come to my attention that on November 4, 1970, dragline of State's Contractor, Gibbons & Reed Company, broke a high tension power service line, belonging to Idaho Power Company, causing same to drop down across our main track, signal and communication pole lines at Railroad MP 382.6 in the vicinity of Gibbons & Reed's crusher site. Fortunately this accident did not result, to my knowledge, in any fatalities or serious injuries. However, two trains were delayed, one 40 mins. and the other 30 mins. Additionally, our communication and signal facilities were out of service for sometime until maintainers replaced the necessary fuses in the signal line and protective devices in the communication line.

Will you please impress upon your Contractors, their responsibility for maintaining adequate precautionary measures to prevent possibility of any further accidents account carelessness in their operations.

Yours very truly,

R B Hardin

R. B. Hardin,
Superintendent

cc:
Gibbons & Reed Company
P. O. Box 13388
Portland, Oregon 97213
FB KLABBES
FL HALL
FD MORGAN
HS COULTER
ES THOMPSON
HM FILLMORE

RECEIVED
NOV 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(30)333

Form A-[illegible]

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OCT 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

6-11

APPROVED EFFECTIVE DATE 10-5-70
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 10-20-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No.

Project Name Weatherby-Lime **Date** October 1, 1970

Highway Old Oregon Trail **Contract No.** 7352 **F. A. Project No.** I-80N-7(30)333

County Baker **Prefix** 601-1069 **Account No.** 278-03

Description of Work To Be Done: Temporary striping on detours and stage construction.

Location by Station Numbers: Throughout the limits of the project.

Estimate of Quantities and Costs: As required. Total estimated $600.00.

Explanation: Temporary striping is a State obligation in accordance with the contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$8,026,472.94	
Present estimate of project cost, including $600.00 for work under this order	$7,714,176	
Expected under-run ~~over-run~~ (amount)	$312,296.94	
Expected under-run ~~over-run~~ (per cent)	3.89	

Space to right of this line is for use of Salem Office

Submitted by: E. S. Thompson
E. S. Thompson, Resident Engineer

Approval Recommended: [illegible] Kilmer
Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: [illegible] Kay Heins
Division Engineer

Approved: [illegible]
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction ~~Office~~ Engineer.
10-21-70

I-80N-7(30)333

Form E-200—6M

[illegible] 7350 [illegible]

STATE [illegible] ENGINEER

STATE COPY G-1P

APPROVED EFFECTIVE DATE 10-2-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 10-8-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Weatherby - Lime
Highway Old Oregon Trail
County Baker
Contractor Gibbons & Reed Company
Address P. O. Box 248, Huntington, Oregon 97907

Date September 29 19 70
Contract No. 7352
Prefix 601-1069
F. A. Project No. I-80N-7(30)333
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage and reinstall Type 2 Fence.

Location by station numbers:

Sta. 443 to Sta. 455.

Estimate of quantities and cost:

Equipment -----	$60.00			
Material -----	40.00	Labor ----	$700.00	
	100.00	+20% ----	140.00	
+15% -----	15.00			
Subtotal ----	$115.00	Subtotal ----	$840.00	Total = $955.00

Maximum equipment rates allowable as per A.G.C. - State agreement. Percentage allowed contractor is in accordance with executed contract for this job.

Explanation: **(Explain here the conditions which cause this work to be classed as "extra work")**

Contract fencing required to be moved to new R/W caused by a slope change. Contractor's unit price for Price Agreement could not be justified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$8,026,472.94	
Present estimate of project cost, including $955.00 for work under this order	$7,713,576	
Expected under-run ~~over-run~~ amount	$312,896.94	
Expected under-run ~~over-run~~ per cent	3.90	

Space to right of this line is for use of Salem Office

Submitted by: E. S. Thompson
E. S. Thompson Resident Engineer

Approval Recommended: John A. Bord Admin. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Alfred Shirley
Reg Maint ~~Division~~ Engineer

Approved ~~Deputy State Highway Engineer or Assistant State Highway Engineer~~
Construction Engineer 10-13-70

State Printing

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OCT 7 1970
OFFICE OF
HIGHWAY ENGINEER

STATE FORCES
NOT INVOLVED

I-80N-7(30)333
7352

STATE COPY

G-1P

APPROVED EFFECTIVE DATE 9-29-70
Contingent upon modification of project agreement if additional funds are required
BY G. K. H
TITLE Dist. Engineer
DATE 10-6-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Weatherby-Lime ~~Section~~ ✓ Date September 15, 19 70

Highway Old Oregon Trail ✓ Contract No. 7352 ✓ F. A. Project No. I-80N-7(30)333 ✓

County Baker ✓ Prefix 601-1069 ✓ Account No. 285-2 ✓

Description of Work To Be Done:

Repair ruptured chevron pipe line.
(Work performed by Chevron Pipe Line Company)

Location by Station Numbers:

Jordan Cr. Interchange Sta. "D" 393+67

Estimate of Quantities and Costs:

Estimated cost $2,500.00 ✓

NOTED
TOM EDWARDS

Explanation:

"D" Line grade elevation established too low to clear pipe line.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$8,026,472.94	✓
Present estimate of project cost, including $2,500.00 ✓ for work under this order	$7,712,621	
Expected under-run ~~over-run~~ (amount)	$313,851.94	
Expected under-run ~~over-run~~ (per cent)	3.91	

Submitted by: E. S. Thompson
E. S. Thompson, Resident Engineer

Approval Recommended: Admin. Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: Reg'l Maint Division Engineer

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction Office Engineer.

10-8-70

WATER CONDITIONING INSTALLATION DONE BY CONTRACT -- CONTRACT #7272

Contract Price Estimate

1.	State Force cost estimate	$ 941.67
2.	Miscellaneous costs -- administration, trans., etc.	200.00
3.	Miscellaneous additional labor	150.00
		$1,291.67
4.	Contractor's profit @ 15%	193.75
		$1,485.42

RECEIVED
AUG 19 1970
FOR

F. D. Morgan

Morgan M
Walker
Johnson
Routing

CONTRACTORS
I-80N-7(30) 333
7332

GIBBONS & REED COMPANY
General Office – Salt Lake City, Utah
P.O. Box 248
Huntington, Oregon 97907

RECEIVED
AUG 17 1970
CONSTRUCTION DIVISION

11 August 1970

Mr. E.L. Stevenson, Mayor
City of Huntington
Oregon 97907

SUBJECT: Weatherby-Lime section of the Old Oregon Trail
Channel changes to Burnt River

Dear Mr. Stevenson,

In order to allay any apprehension felt by the people of Huntington, I wish to inform you of the methods to be used by Gibbons and Reed Company to reduce to the most practical extent the pollution of Burnt River with fine material, during the work necessary to make changes in the river channel in accordance with our contract with the State.

Generally, the new river channel will be excavated in isolation from the river flow, and only when final grade has been reached will the river be diverted into the new channel; The only material likely to be washed into the river will be from the dirt plugs that open and close the river channel in the relatively short duration of the actual diversion. There should be minimal pollution of the river resulting from this operation.

During the late fall, when the river flow will be somewhat above current levels, it will be necessary to work a dragline in the river on some channel changes that are not suitable for construction by the method outlined above. Since the City of Huntington will by that time have closed the water supply intake gates, and have the filter in operation, there should be no problem.

In any event, it is my intent to keep you informed of our operations in the river, and I take this opportunity to assure you of the utmost cooperation on the part of Gibbons & Reed Company in maintaining a suitable water supply to the City of Huntington.

NOTED
A. E. JOHNSON

Yours very truly,

R.E. Adler
Project Superintendent

8/18/70 Copy to Johnson and Mr Morgan

cc: E.S. Thompson, Resident Engineer

JF/REA/st

RECEIVED
AUG 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

4

RECEIVED
JUL 29 1970

FOR FILE

I-8CN-7(30)333
7352

STATE OF IDAHO
DEPARTMENT OF HIGHWAYS
P.O. BOX 7129
BOISE, IDAHO 83707

DISTRICT THREE ENGINEER

July 23, 1970

MATERIALS & RESEARCH DIVISION

C.B. Humphrey

C. B. HUMPHREY, P. E.
Materials Engineer

Concrete Test Hammer Results

I-8CN-7(30)333
Weatherby - Lime
Burnt River Bridge
Baker County
Contract 7352

COPY

As per your request, on July 21, 1970, the Testing Engineer used the concrete test hammer on two concrete beams at the Consolidated Concrete Company plant in Boise.

On beam 5-C, poured July 14, 1970, with cylinder strengths of 2729 PSI and 3525 PSI after the first steaming and 4775 PSI and 4667 PSI after the second steaming, 104 test hammer readings taken at random on beam 5-C averaged 45.67.

For comparison, beam 5-A, poured July 2, 1970, with cylinder strengths of 5300 PSI and 5500 PSI, 91 test hammer readings were taken with an average of 44.52.

All hammer readings were taken in the horizontal position.

From the above test hammer readings, beam 5-C, the beam in question, appears to be slightly stronger than beam 5-A. The two low strength cylinders cannot be considered as representative of the strength of the concrete in the beam for some unknown reason.

Johnson

To [illegible] 7-29-70

gf

cc: District Three Materials Engineer
Materials & Research Engineer
Construction Engineer
Oregon Highway Department ✓

RECEIVED
JUL 27 1970
OFFICE OF
[illegible]

NOTED
A. E. JOHNSON

Edwards

NOTED
TOM EDWARDS

RECEIVED
JUL 27 1970
STATE [illegible]

RECEIVED
JUN 17 1970
FOR FILING

I-8CN-7(30)333
7352

Salem, Oregon 97310
June 16, 1970

Weatherby-Lime Section
Bubbs Ranch-Weatherby
Old Oregon Trail Highway

Mr. John Bond
Construction Administration Engineer
BUILDING

3433

The proposal to establish a legal speed limit of 40 miles per hour is acceptable to the Division but it must be presented to the State Highway Commission for its formal approval. Please draw up the proper documents to accomplish this.

You should also contact the Division Engineer and ask him to discuss the matter with the local State Police and attempt to impress on them the fact that we hope that the establishment of such a speed limit will not be taken as a means to set speed traps. In other words, we feel that a reasonable approach to the thing would be in the best interest of everyone.

When signing for the speed limit, add the additional words, either on the signs or on separate signs, these speed limits are "strictly enforced". At least we will have informed the traveling public that if they want to exceed the 40 mile-per-hour speed limit and get arrested in so doing, it is their own fault.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

F. Klaboe

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 3, 1970

SUBJECT: Weatherby-Lime Section
Old Oregon Trail Highway
Contract No. 7352

To: Mr. F. D. Morgan
Construction Engineer

SALEM

The contractor on the Weatherby-Lime section, contract no. 7352, is requesting the establishment of a maximum speed limit of 40 m.p.h. the length of the project.

We have doubts whether this would be very effective as a safety measure and protection to the traffic; but we pass it along for your consideration. This was brought up at the pre-construction conference and the contractor was informed that this would probably require approval of the Highway Commission in order for the police officers to effectively enforce the speed limitations.

Please advise your thinking on the matter; and we will, in turn, advise the contractor.

H. S. Coulter
Division Engineer

By

Alfred Shirley, Jr.

Alfred Shirley, Jr.
Assistant Division Engineer

F. B. Klaboe:-
Recommend 40 M.P.H.
Speed limit be placed
on entire section
1. Bibbs Ranch - Weatherby
2. Weatherby - Lime.
F D Morgan

RECEIVED
JUN 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

AS:sh
Attachment

1

Routing

V	Morgan M		Pease E
	Decker	4	Swan
1	Bond D		Glenn
3	Walker		Litchfield
	Boehme		Gallagher
	Johnson		[illegible]

RECEIVED
JUN 5 1970
CONSTRUCTION
DIVISION

RECEIVED
JUN 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1970
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-80N-7(30)333
7352

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 4, 1970

In reply refer to: 08-35.7/
X I-80N-7(17)333
X I-80N-7(30)333

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-7(16)327
Weatherby - Lime Section
Dyer Access Road - R/W File 37110

Utility Liaison Engineer T. W. Litchfield's letter of March 11, 1970, requests Federal participation in all costs required to place the Dyer Access Road in a suitable condition for joint use by the railroad, utilities, and the property owner. Improvement of this road was included in the construction plans for Project I-80N-7(30)333. The only items not resolved for Federal participation is an $1800 payment to the property owner in a previous right of way settlement for a partial improvement of this access road. This item is presently being reviewed and a final determination will be made at the earliest possible date.

NOTED
F. B. KLABOE

6-9-70
Litchfield
Moihsing
Young

RECEIVED
JUN 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 5 - 1970
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(36)335
7352

June 2, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

08-00.7 and 35-70-PIN-9
Files 36374, 36375, 36376
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County

Attention Mr. C. J. Mathias

Dear Mr. Simpson:

Refer to the attached copy of your letter dated March 17. Attached are estimates and maps as requested in Items 1 through 4.

Item 5 requesting a legal opinion is answered by letter from Jack Sollis, dated April 11, 1969, a copy of which is attached.

To answer Item 6 and also your statement "this office has long taken the position that construction estimates or liaison estimates are not satisfactory substitutes for appraisals'; you are reminded that hundreds of thousands of dollars worth of construction items both to add or delete from projects are done by documented reports of the Liaison Agent coupled with one engineer's estimate. In this matter, the Division Engineer, Liaison Agent, Utilities Engineer, and ditch company all agreed that the determinations made by the Liaison Agent were in the public's best interest. An appraisal has been made as you requested, and a copy of the review is attached.

Regarding Item 6, it seems only logical that the man who performed the liaison; met with 16 members of the ditch company; the man who had the best knowledge of the ditch company and its problems; should be the one to see the agreement to a conclusion for the elimination of one structure under the highway, file 36374, and settlements for the loss of irrigation water, files 36375 and 36376. With so many individuals within the State Highway Division and so many individuals in the ditch company, it did not occur to us that it was necessary to bring another right of way agent into the picture for the signing of an agreement.

NOTED
R. L. PORTER

We trust this is the data you require in your letter of March 17. We await your advice regarding the Federal-Aid Pre-Audit Ineligibility Notification 35-70-PIN-9.

ORIGINAL SIGNED
K. A. CHATWOOD
K. A. CHATWOOD
Administrative Right of Way Agent

KAC:JH

Attachments

cc R. L. Porter
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
M. R. Mitchell

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1970

FOR FILING

I-80N-7(30)333
7352

May 29, 1970

Gibbens and Reed Company
P. O. Box 13388
Portland, Oregon 97213

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7352 for grading, paving, structures and signing on the Weatherby-Lime Section of the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosure

cc: The Travelers Indemnity Company
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
E. S. Thompson

RECE
JUN 2

FOR

I-80N-7(33) 323
7352

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 29, 1970

SUBJECT: Test Culverts
Weatherby-Lime (I-80N)
Item No. 18 (5129-603-18)
Physical Research
CMP Comparison Study

To:

Mr. W. H. Tebeau
Preliminary Studies Engineer
BUILDING

NOTED
F. B. KLABOE

We concur in making the six culvert revisions on the subject project as set forth in your May 22 letter.

We understand these substitutions are to be made by Price Agreement under the contract and we further understand that this has the approval of the Bureau of Public Roads.

By copy of this letter, we are advising Mr. Coulter to make the requested revisions. If you wish to collect any information at the time the installations are made, we suggest you coordinate this directly with the project people in the field.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw

cc: F. B. Klaboe
H. S. Coulter

RECEIVED
JUN 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 28 1970

I-80N-7(30)333

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1970

SUBJECT:
Test Culverts
Weatherby-Lime (I-80N)
Item No. 18 (5129-603-18)
Physical Research
CMP Comparison Study

NOTED
F.B. KLABOE

To:
Mr. F. D. Morgan
Construction Engineer

BUILDING

I would like your concurrence on the following culvert revisions on the Weatherby-Lime Section (FAI-80N, Baker County). These revisions will be in accordance with the intent of our HPR project, CMP Comparison Study, Item No. 18 (5129-603-18), which is to install test culverts of aluminum and steel in like environments so that a comparison of their relative resistances to abrasion and/or chemical activity can be made.

The revised culverts as listed in the following table are to be uncoated and will replace those shown on the plans at the respective stations.

Station	Type of Install.	Aluminum	Steel
359+20	Dual	12"Ø	12"Ø
"D" 394+45	Dual	12"Ø	12"Ø
"UX" 2+20	Dual	18"Ø	18"Ø
"C" 9+35	Dual	18"Ø	18"Ø
523+00 (54' Rt)	Single	12"Ø	- -
533+80	Single	- -	18"Ø

On the dual installations, it is intended that the culverts be placed in the same drainage, and they should be spaced not less than four feet apart in order to avoid possible galvanic action between the steel and the aluminum.

If you have any questions regarding these revisions, I shall be happy to discuss them with you.

ORIGINAL SIGNED BY
W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:ia

cc: F. B. Klaboe
L. H. Young
F. L. Hall
R. L. Schroeder
H. S. Coulter
R. M. Arenz, BPR

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
7352

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 5-1-70
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 6-2-70

U. S. BUREAU OF PUBLIC ROADS

Date May 19, 1970

Project Name	Weatherby - Lime
Highway	Old Oregon Trail
County	Baker
Contractor	Gibbons and Reed Company
Address	P. O. Box 13388, Portland, Oregon 97213
Contract No.	7352
Prefix	601-106~~8~~ 9
F. A. Project No.	I-80N-7(30)333
Order No.	1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State share of flagging cost.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout the limits of the project.

Estimate of quantities and cost:

State share at 60% participation equals - - - - - - - - - - - - - $50,000.00 Total.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") A contract obligation. In cases where the necessity for flagging is of an intermittent nature of four hours or less duration, the contractor may use crafts, other than flagmen at specified rates or general laborers, that are immediately available at the site of the work and the State will participate, on a force account basis, on the specified wage of the craft used.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$8,026,472.94
Present estimate of project cost, including $50,000.00 for work under this order	$8,026,472.94
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Ed Thompson
E. S. Thompson
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended: ....
Construction Engineer or Bridge Engineer

Approved: [illegible]
Deputy State Highway Engineer, ~~Assistant State Highway Engineer or Office Engineer.~~

Ret'd to Morgan 6-3-70

RECEIVED
MAY 20 1970
[illegible]

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(30)333

7352

May 19, 1970

Mr. E. I. Allen, President
Chevron Pipe Line Company
P. O. Box 1117
Salt Lake City, Utah 84110

ATTENTION: Mr. H. W. McSwain

Re: Chevron Pipe Line Company
Adjustment at SLN MP 413-77
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327

Gentlemen:

Your Extra Work Order No. CW-106237-E.H.H., in the amount of $400, which covers the additional work necessitated by a change in alignment of your pipe relocation to avoid conflict with our slope stakes, as detailed in your letter dated May 12, 1970, is hereby approved.

Very truly yours.

F. D. Morgan
Construction Engineer

By: Phil Preston

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F.B. Klaboe
L. H. Young
V.E. Skoog
H. S. Coulter
H. M. Fillmore

NOTED
F.B. KLABOE

RECEIVED
MAY 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 18 [illegible]0
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OREGON STATE
HIGHWAY DIVISION

1859

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I-80N-7(20)323

7352

May 8, 1970

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Work by Railroad Forces
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327
YOUR FILE: D 315-2-129

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 15, 1970, have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to proceed with the work as of May 4, 1970.

Please contact Mr. E. S. Thompson, Resident Engineer, 359 S. W. 4th Avenue, Ontario, Oregon 97914, Phone: 889-8558, at least three days prior to beginning work so that your workmay be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 4, 1970 will be made subject to the provisions of PPM 30-3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
R. E. Simpson
V. L. Gallagher (w/attach.) (2)
V. E. Skoog
H. S. Coulter (2) (w/attach.)
E. S. Thompson "
L. V. Blickenstaff "
H. M. Fillmore "

RECEIVED
MAY 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Note to H. S. Coulter: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO. Charge this work to Prefix 601-1059.

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. [illegible]
ASSISTANT ATTORNEYS GENERAL

RECEIVED
FOR FILING

I-80N-7(30)333
73524

May 5, 1970

Mr. R. L. Porter
Deputy State Highway Engineer
138 State Highway Building
Salem, Oregon

Re: Rye Valley Road Overcrossing Project
PUX 758 SXF 520

Dear Mr. Porter:

Herewith I hand you a copy of Order No. 70-333 issued by the Public Utility Commission under date of April 27, 1970, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Trial Division

[illegible]
R. L. PORTER

gc

Attachment

cc: F. B. Klaboe
Ivan D. Merchant
F. D. Morgan (2)
E. S. Hunter (2)
H. S. Coulter (2)
Mr. Chase (3)
F. B. Crandall
T. W. Litchfield
G. A. Starkey
Mr. Hamilton
Harold Reynoldson

RECEIV
MAY 5 197
OFFICE OF
STATE HIGHWAY ENG

Crossing No. 2A-381.86A

Order No. 70-333

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-520

In the Matter of the Application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to con-)
struct a new overcrossing and remove an)
existing overcrossing over the tracks)
and right-of-way of the Oregon-Washington)
Railroad and Navigation Company, Union) ORDER
Pacific Railroad Company, Lessee, known)
as the Rye Valley Road Overcrossing)
Project in the Northeast Quarter of the)
Northeast Quarter (NE¼ NE¼) of Section)
16, Township 13 South, Range 44 East,)
W. M., Baker County, Oregon)

On October 27, 1969, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to construct a new overcrossing and to remove an existing overcrossing over the tracks and right-of-way of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, known as the Rye Valley Road Overcrossing Project in Baker County, Oregon.

Copies of the application were duly served upon the Union Pacific Railroad Company, Oregon-Washington Railroad and Navigation Company, and the Board of County Commissioners of Baker County, Oregon.

By answer dated January 13, 1970, respondent railroads requested certain changes in the application. In reply dated April 10, 1970, applicant agreed to the changes requested by respondents.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

1. The authority to construct the overcrossing structure as requested herein is hereby granted.

2. Applicant shall construct and maintain the overcrossing structure and all highway appurtenances thereto, and bear all costs thereof.

3. Railroad shall maintain the railroad track and appurtenances at its own expense. It shall, subject to reimbursement by applicant, furnish such engineering, inspection, watchmen, and flagmen services as may be necessary to protect railroad operations during the period of construction of the project; and remove and protect the signal and communication lines during the same period and replace in final location upon completion of construction.

4. Authority for applicant to remove the existing overcrossing structure is hereby granted.

Made, entered and effective APRIL 27 1970.

Stan R. Haley
Public Utility Commissioner

RECEIVED
MAY 5 - 1970
FOR FILING

I-80N-7(30)333
7352

May 4, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of April 28, 1970, is requested in the award of contract for the Weatherby-Lime Section, Project No. I-80N-7(30)333. The contractor receiving the award is Gibbons & Reed Co., in the amount of $6,639,911.50 with Contract No. 7352 assigned. This bid was received on April 23, 1970 and awarded May 1, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date_______________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
MAY 4 - 1970
FOR FILING

I-80N-7(30)333
7352

May 4, 1970

Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7352 in the amount of $6,639,911.50 on the Weatherby-Lime Section of the Old Oregon Trail in Baker County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Frank Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
E. S. Thompson
Wm. Geibel (SAIF)

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MAY 6 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION
~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(30) 333
7352

May 4, 1970

Mr. R. I. Allen, President
Chevron Pipe Line Company
P. O. Box 1117
Salt Lake City, Utah 84110

ATTENTION: Mr. H. W. McSwain

Re: Chevron Pipe Line Company Adjustment
at SLN MP 413-77
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327

Gentlemen:

Our letter of April 10, 1970, approved your estimate and sketch map as submitted with your letter of March 4, 1970. It also authorized the use of the contract method, ordering of materials and advertising for bids.

This will confirm our verbal concurrence in the award of the bid to W. C. James, Inc. for $7800 for this work. We agree alternate item A-3 is the most desirable--the contractor to take title in place to the abandoned pipe for five cents ($0.05) per lineal foot.

Reimbursement for the work performed on and subsequent to March 16, 1970 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

Enclosure

cc: F. B. Klaboe
R. E. Simpson
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
H. S. Coulter (w/attachment) (2)
E. S. Thompson "
G. A. Starkey "

RECEIVED
MAY 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

c.

RECEIVED
AUG 26 1970

FOR FILING

I-80N-7(30)333
7352

Salem, Oregon
April 22, 1970

RAILROAD COMPANIES
FILE No. 684

Agenda Item 4h
April 21 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: T. W. Litchfield
Utilities Liaison Engineer

Attached are two copies of a Permit of Entry from Union Pacific Railroad Company allowing the State to enter on its property to construct the Weatherby-Lime Section of I-80N in Baker County.

We have retained a conformed xerox copy of this agreement until you return an original copy for the Commission's files.

Floyd Query, Secretary

fkn
Att.

RECEIVED
APR 27 1970

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(30)333
7352

April 22, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Railroad Work
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327

Dear Sir:

Herewith you will find two (2) copies of the Union Pacific Railroad Company's letter dated April 15, 1970, and their estimate of cost of all work to be performed by Railroad forces for which they are to be reimbursed by the State on the above captioned projects.

Page 1 of the estimate includes preliminary and construction engineering performed on both projects, the Gales Public Road Grade Crossing construction on the Bubbs Ranch-Weatherby Section, Project No. I-80N-7 (29) 327, engineering inspection on both projects, the signalman to protect during blasting operations throughout both projects and the adjustment of the signal and communication lines at the Rye Valley Overcrossing structure on the Weatherby-Lime Section, Project No. I-80N-7 (30) 333.

Page 2 of the estimate includes the adjustment of the signal and communication lines from Nelson Point to Lime, the cost of which is to be borne 80% by the State and 20% by the Railroad in accordance with our agreement. In your letter dated December 1, 1969, you agreed to bear 58.69% of the total cost of this work. These costs are summarized at the bottom of Page 2.

You will also find attached Union Pacific Railroad Company Drawing No. D-3715 dated April 13, 1970, on which is shown the signal and communication line construction from Weatherby to Lime. There will be a similar drawing covering the Section from Bubbs Ranch to Weatherby and they will be included as part of the construction agreement, which is now being prepared by the Railroad.

We submit this information to you for your approval and request authorization to proceed with all work on the entire project from Nelson Point to Lime. It is understood that the preliminary engineering will be charged to Project No. I-80N-7 (5) 338, the construction engineering will be charged to which ever project is appropriate, the

Mr. R. E. Simpson
April 22, 1970
Page 2

protective work, which will include the engineer inspector and signalman, will be charged to the protective cost set up for projects I-80N-7 (29) 327 and I-80N-7 (30) 333, and all of the remainder of the work will be charged to Project No. I-80N-7 (16) 327.

Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible] BY
T. [illegible]
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
APR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1970
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-7(30)333
7352

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 20, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

Klabee

SUBJECT: Oregon Project I-80N-7(30)333
Weatherby Lime Section
Old Oregon Trail Highway
Railroad Permit of Entry

The revised Union Pacific Railroad's permit of entry submitted with Mr. Litchfield's April 6 letter is approved.

However, this approval must not be construed as approval of Federal participation in certain costs mentioned in this agreement. In our previous correspondence it was set forth that the Railroad would pay for certain costs connected with construction of the access road. These were railroad protective costs, extending existing culverts under the railroad, and furnishing and constructing the access road structures over Burnt River except for pile driving. These costs would not be eligible for Federal participation.

The Railroad also stated in the amended permit that they would consider applications from the utility companies for access across Railroad property. Since access is one of the important conditions that has to be complied with, we suggest you try to get the utilities to make their applications as soon as possible.

4-27-70

REFERRED TO Young - Morgan

RECEIVED
APR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOT
F. B. Kl

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 16 1970

FOR FILING

I-80N-7(30)333
7352

April 15, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting of April 21 a Permit of Entry from the Union Pacific Railroad Company allowing the State to enter on its property to construct the Weatherby-Lime Section of I-80N in Baker County. This document marks the culmination of 3 1/2 years of negotiation with the Railroad. It provides as follows:

1. Reconstruction of the Railroad's signal and communication lines from Nelson Point to Lime with the cost to be shared 80 percent by the State and 20 percent by the Railroad.

2. Construction of a Railroad access road from Nelson Point to Lime with the cost of the grading, surfacing and driving piles for seven structures to be borne by the State, and the cost of grade crossings, bridges built with Railroad car bodies, and flagging costs to be borne by the Railroad.

3. Reconstruction of the Rye Valley Railroad Overcrossing with the Railroad to bear $40,000 of the total cost and the State to maintain the structure after construction. Baker County will be asked to contribute $6,000 toward the cost of this structure.

4. The State is to be allowed to dispose of waste material on Railroad property in a manner satisfactory to the Railroad.

5. The cost of culverts to be placed under the Railroad that are required by the drainage of the highway will be borne by the State. The cost of any existing Railroad culverts extended to accommodate the access road will be borne by the Railroad.

6. As part of the construction of the access road, an existing road through the Dyer property, approximately 1 1/2 miles in length, and approximately one mile of Gales Public Road will be improved at State expense. The Railroad will maintain the Dyer access road and about one-half mile of the Gales Public Road as required for its use at Railroad expense. Baker County will maintain the other half mile of the Gales Public Road at its expense.

This agreement will require the State to bear an expense estimated to be $234,125 with all but approximately $25,000 eligible for full participation of the Bureau of Public Roads. The Railroad will expend approximately $101,153 as their share of the agreement, and Baker County will be asked to contribute $6,000.

This permit of entry has been approved by the Bureau of Public Roads and we recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
V. E. Skoog
L. H. Young
H. S. Cox
H. S. Coulter

TWL:ss sr

RECEIVED
APR 13 1970
FOR FILING

I-80N-7(30)
7352

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 10, 1970

[illegible]
F B KLAB

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention: Mr. Don Haakenson, Supr.
Transportation Services

Re: SXF 520, PUX 758
Rye Valley Road Overcrossing
Project
Baker County

Dear Mr. Haley:

Enclosed herewith is an original and three copies of the Reply of the State Highway Commission in the above subject matter.

Very truly yours,

L. I. LINDAS
Asst. Attorney General
and Counsel

By
JACK L. SOLLIS
Asst. Attorney General

dg
Encls
cc: Mr. L. James Bergmann
Baker County Board of Commissioners
Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Ivan Merchant
Mr. F. D. Morgan
Mr. H. S. Coulter
Mr. T. W. Litchfield

RECEIVED
APR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PUX 758

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a new overcrossing and remove an existing overcrossing over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the Rye Valley Road Overcrossing Project in the Northeast Quarter of the Northeast Quarter (NE1/4NE1/4) of Section 16, Township 13 South, Range 44 East, Willamette Meridian, Baker County, Oregon.

R E P L Y

No. SXF 520

Comes now the State Highway Commission and for reply to the answer of respondent railroads, admits, denies and alleges as follows:

I.

Admits the allegations contained in paragraphs II and IV of respondents' answer.

WHEREFORE, applicant prays for an order authorizing and prescribing the construction of a new overcrossing structure and the removal of the existing overcrossing structure in accordance with the application, respondents' answer and this reply.

DATED at Salem, Oregon, this 9th day of April, 1970.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Asst. Attorney General and Counsel for
the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Asst. Attorney General

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Reply is true as I verily believe.

Ivan D. Merchant
IVAN D. MERCHANT

Subscribed and sworn to before me this 9th day of April, 1970.

Jack L. Sollis
JACK L. SOLLIS
Notary Public for Oregon
My Commission expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing Reply and the whole thereof.

JACK L. SOLLIS
Asst. Attorney General

A true copy of this Reply has been served by mail on the Baker County Board of Commissioners and upon Union Pacific Railroad Company and the Oregon-Washington Railroad and Navigation Company by mailing a copy thereof to their attorney, Mr. L. James Bergmann, on April 9, 1970.

Jack L. Sollis
JACK L. SOLLIS
Asst. Attorney General

RECEIVED
APR 15 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-80N-7(30)333

~~HIGHWAY BUILDING~~ 7352 • SALEM, OREGON • 97310 • Phone 364-2171

April 10, 1970

Mr. R. I. Allen, President
Chevron Pipe Line Company
P. O. Box 117
Salt Lake City, Utah 84110

ATTENTION: Mr. H. W. McSwain

Re: Chevron Pipeline Company Adjustment at SLN MP 413-77
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327

Dear Sir:

Your estimate and sketch map for the adjustment of your facilities on this project as submitted with your letter of March 4, 1970, have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization effective March 16, 1970, to use the contract method, order necessary materials and advertise for bids. All of these procedures must conform to Paragraph 6 of PPM 30-4.

It is noted that salvage will be handled by an alternate bid method, similar to that used on previous Chevron contracts in this area. You are cautioned that in no event will the cost of removal and reconditioning of the existing pipe exceed the State's salvage credit.

Prior to awarding the contract, please submit to us the tabulation of bids so that we may concur in the award.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: Chevron Pipe Line Company
201 North Phillipi Street
Boise, Idaho

ATTN: Mr. B. H. Hight

F. B. Klaboe
R. E. Simpson
L. H. Young
V. E. Skoog
H. S. Coulter
E. S. Thompson
H. M. Fillmore

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APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1970

4-6-70

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-80N-7(30)333
SECTION: WEATHERBY-LIME SECTION
WORK : GRADE-PAVE-STRUCTURES AND SIGNALS
COUNTY : BAKER

TO:
MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-80N-7(30)333

FROM:
MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

7352

DATE PS&E APPROVED	DATE AUTHORIZED
FEBRUARY 25, 1970	APRIL 1, 1970

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
○ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

THIS PROJECT WAS CONDITIONALLY APPROVED AND AUTHORIZED FOR ADVERTISING ON FEBRUARY 25, 1970 FOR A BID OPENING ON MARCH 19, 1970, HOWEVER, DUE TO THE LACK OF A PROPER PERMIT OF ENTRY FROM THE UNION PACIFIC RAILROAD COMPANY IT WAS WITHDRAWN PRIOR TO THE OPENING OF ANY BIDS. THE REQUIRED PERMIT OF ENTRY HAS NOW BEEN OBTAINED.

REVISED PS&E DOCUMENTS FOR THIS PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

A SIGNED COPY OF THE REVISED PLAN TITLE SHEET IS RETURNED HEREWITH.

4-9-70

OFFICE USE

Young
w/ enc.

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
APRIL 6, 1970	R. E. Simpson R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
APR 2 1970

(12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 31, 1970

In reply refer to: 08-35-EC

I-80N-7(30)333

7352-

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

4-1-70

REFERRED TO
Young Morgan Backe
Finlay Moehring
Skoog

SUBJECT: Oregon Project I-80N-7(30)333
Weatherby - Lime Section
Old Oregon Trail Highway
Baker County
Permit of Entry - UPRR

We have the following comments concerning the permit of entry prepared by the Union Pacific Railroad Company and submitted to us for review with your March 27 letter:

1. Payment for easement - Paragraph 2 of the permit provides that the Railroad will be reimbursed for easements necessary for construction of the highway. Construction of the access road including driving of the piling is considered to provide adequate compensation for these easements and FAI participation is not approved for separate easement compensation.

2. Changes, alterations or relocations - Section 3, page 2, of the Permit states the Railroad may make any changes, alterations or relocations considered necessary because of the State's project. Federal participation in such items will be dependent upon an evaluation of the factors involved.

3. Driving of piling - Paragraph 5, page 6, of the Permit requires the State to drive the piling for construction of bridges for the Railroad access road with the piling to be furnished by the Railroad. The estimated cost of this work is $10,300. Participation with Federal funds is approved for this additional work.

4. Joint signal and communication line - Paragraph 6, page 6, of the Permit provides for a 20-percent - 80-percent split in the cost of the new joint signal communication pole line. Federal participation will be limited to 58.69 percent of the total cost as stated in our December 1, 1969 memorandum.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5. Use of access road - Our January 29 memorandum requested that the agreement with the Railroad set forth the conditions of use of the off-track maintenance road. The use of the access road by others should be included in the permit or clarified by letter for later inclusion in the Railroad agreement.

6. Relinquishment of access rights - No provision is included in the permit for relinquishment of all access rights by the Railroad. This should be included in the permit before it is finally approved.

With the exception of the above items the permit is acceptable.

We are establishing today as the eligibility date for the Railroad to purchase materials. Authorization for the Railroad to proceed with relocation work will be given after we have reviewed and approved the Railroad's estimate.

RECEIVED
MAR 20 1970

I-80N-7(30)333
7352

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 17, 1970

In reply refer to: 08-00.7

Moehring

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(22)284, North Powder - Baker Section
Federal-Aid Pre-Audit Ineligibility Notification No. 35-70-PIN-9
Files 36374, 36375, and 36376
Oregon Project I-80N-7(17)333, Weatherby - Lime Section
Federal-Aid Pre-Audit Ineligibility Notification No. 35-70-PIN-10
File 43255

Mr. Chatwood's letter of March 6 forwarded statements from the negotiators concerning right of way settlements with property owners to eliminate construction obligations and restoration of irrigation facilities.

Concerning Files 36375, 36376, and 43255, we have reviewed the statements and find that the settlements do not comply with your approved policies and procedures. Settlements with property owners must be supported by appraisals and appraisal reviews. This office has long taken the position that construction estimates or liaison estimates are not satisfactory substitutes for appraisals. Where appropriate, approved construction estimates may be utilized by the real property appraiser in reaching an estimate of value. In the subject cases the appraisal should have been prepared on an alternate basis, i.e., value if the facility is constructed, or value if the facility is not constructed. In addition to the support required by PIN-9 and PIN-10 instructions should be issued to the district office concerning the requirements for appraisal.

Orig to Moehring
3-18-70

Concerning File 36374 which we understand is the Geddes - Snaverly Ditch, we concur that formal appraisals would serve no purpose. Please provide the following data for our review:

1. A signed engineer's estimate and plans covering the two ditch crossings to be eliminated. The estimate should be in sufficient detail to permit engineering review.
2. A signed engineering estimate and plans covering the the proposed single crossing. The estimate should be in sufficient detail to permit engineering review.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3. A signed engineering estimate and plans of the cost of the additional ditch work to be paid for by the ditch company. The estimate should be in sufficient detail to permit engineering review.

4. A map depicting the present system and proposed system in relationship to I-80N.

5. A statement from your Legal Section that the owner has the right of occupancy at the existing location by reason of holding the fee, an easement or other real property interest, the damaging or taking of which is compensable in eminent domain.

6. Your comments as to the reasons why the person preparing the liaison study negotiated the settlement with the ditch company. (paragraph 1d of PPM 80-4 dated April 17, 1967).

RECEIVED
MAR 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 17 1970
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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(30) 333
7352

March 11, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Dyer Access Road
R/W File 37110
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327

Dear Sir:

The proposed construction of Interstate 80N through this area has forced the relocation of Chevron Pipe Line Company's pipe line through this property. In addition El Paso Natural Gas Company, Idaho Power Company and Pacific Northwest Bell Telephone Company were granted easements to use the route of this pipe line (the Dyer access road) for access to their facilities. Access to these Companies' facilities is presently available via the existing approach north of Highway Station 358. After construction of the freeway all utilities will be forced to use the Dyer access road, which connects with the Jordan Creek Interchange. As you know, we are also acquiring the right for the Union Pacific Railroad Company to use this road to provide them with a continuous access from Nelson Point to Lime.

The existing road has a total of six (6) gates which must be opened and closed each time a party traverses its length. Under the present condition, with access directly from the highway at Station 358, the utilities must open only one (1) gate to gain access to their facilities. Under the new plan, which requires them to use access from the Jordan Creek Interchange, they will have to open at least five (5) gates to gain access to the same area.

In order to protect the interests of the owner, Dyer, and the occupant of the property, Kanyid, it is the responsibility of the State to assure that these gates are closed each time one of the parties having a right to use the road drives through the area. It is unrealistic to expect the utilities and railroad personnel to close each gate every time they are use. Therefore we have proposed to eliminate four (4) of these gates by having the owner rearrange his fencing. The other two (2) gates will be eliminated by the construction of cattle guards. We have proposed to pay the owner $6,000 for the elimination of the four (4) gates on the basis that if each gate were replaced by a cattle guard at a cost of $1500 per cattle guard, the total cost to the State would be $6,000.

This price was a negotiated settlement between Kanyid and the State. The two cattle guards which are to be constructed will conform to the State's standards and are estimated to cost $1800 each, or a total of $3,600. Therefore the total cost of the settlement with Kanyid will be $9600.

In your Mr. G. M. William's letter to your Mr. R. M. Phillips dated January 22, 1970, he approves the State's construction of a service road outside the control of access limits providing that 'the construction of these (sections of service roads) with supplemental construction as agreed to by the railroad, and use of existing roadways, public and private, results in a service road available to all utilities for maintenance of their facilities in the canyon area; and local access is continued by means of this service road for agricultural, ranching, and timber interests now existing in the area." The improvement proposed to this road consists of placing a gravel surface, as described in earlier correspondence, and also eliminating these various gates as described herein. The result will be a road which is acceptable to the utilities for access to their facilities and also available to other parties, as the owner may permit.

Therefore we feel the improvement of this road is justified and fulfills the intent of Mr. Williams' letter. We solicit your participation in all costs required to place this road in a suitable condition for the use described.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
D. H. Moehring
H. S. Coulter
H. W. Snell
H. M. Fillmore

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MAR 13 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 9 - 1970

FOR FILING

I-80N-7(30)333
7352

March 9, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oregon Project I-80N 7(30)333, Weatherby-Lime Section, Old Oregon Trail Highway, 08-35-DA5

Comments on the Weatherby-Lime Project, as set forth in your letter of February 24, have been reviewed and we offer the following:

1. Select Subgrade Material. It is the intent to use this material only where required and in conformance with the note on the typical section on Sheet 2 of the plans. The quantity set up for the item "Extra for Selected Subgrade Material" (201,000 cubic yards) was computed on the basis of using this material only on embankments and excavation areas where it has been determined the material is required.

2. Select Rock Embankment. The material to be used for embankment foundation between 573+50 and 589+50 is to be the most suitable granular material available from the excavation between Stations 446+50 and 451 as shown on Sheet 7 of the plans, and selection to be in conformance with Subsection 203.11 and 203.38.

3. Select Rock Embankment - Sheet 2A. The separate payment for this item has been deleted. The selection of these materials on 1¼:1 slopes will be in conformance with Subsection 203.11 and 203.38.

4. Railroad Access Road. It is the intention to restrict the 11-foot widths to the few cut areas.

5. Sheet 5. Through the rearrangement of fence, the four cattle guards shown on the plans have been reduced to two.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
L. H. Young
F. D. Morgan

DJB:bdr srb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 24, 1970

In reply refer to: 08-35-DA5

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabor

SUBJECT: Oregon Project I-80N 7(30)333
Weatherby-Lime Section
Old Oregon Trail Highway
PS&E Review

The plans and specifications for this project are generally complete and well done. The following comments concern several details needing additional consideration.

1. Select Subgrade Material. Due to the large amount of solid rock and granular material on this project, many embankments will be constructed with the same type material that will be utilized for the select subgrade material. Under these conditions, unnecessary costs are incurred in constructing the embankments to the bottom of the select subgrade, then constructing the next 18" lift of the same embankment material at an additional cost increment. It is recognized that some select subgrade will be needed but it should be used only where needed.

2. Select Rock Embankment. It is not clear what type of material other than material of a "granular nature" is desired for this item. It appears there would be room for disagreement if the contractor is forced to place a rock that has a maximum size or a uniform gradation.

No Pay Item

✓ 3. Sheet 2A - Select Rock Embankment. This select embankment material is required from Stations B10 to B15 and L551 to 556+50. There is no apparent reason for this special material other than a 1½:1 embankment slope. This slope alone is not an adequate reason for the estimated extra costs ($1.25 cu.yd.) or the extra work involved. Adequate justification is necessary before approval for Federal-aid participation can be given.

(more)

Orig to Barbee
copies to Young
Morgan
2-26-70

NOTED
R. W. ELLISO

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FEB 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4. Railroad Access Road. One of the typical sections on Sheet 2B shows a surface width of 11+ feet. This is in excess of the agreed 10' width; however, in view of the various cuts widths discussed during the negotiations, the 11' will be satisfactory if restricted only to some cut areas.

✓5. Sheet 5. The plans show that four cattleguards are to be installed in the Dyer Access Road which are only for the convenience of the railroad. These cattleguards are outside the realm of agreed work and are ineligible for Federal-aid participation.

out

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FEB 27 1970
PROGRAM & PLANNING
DIVISION

3-5-70

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MAR 10 1970

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-80N-7(30)333
SECTION: WEATHERBY-LIME
WORK: GRADE, PAVE, STRUCTURES AND SIGNING
COUNTY: BAKER

I-80N-7(30)333

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

7352

Klaboe

FROM: MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
FEBRUARY 25, 1970	FEBRUARY 25, 1970

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

☒ OTHER (SPECIFY). AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $50,000 AND WITH RAILROAD PROTECTIVE SERVICES IN THE AMOUNT OF $45,000 AS SHOWN IN YOUR ESTIMATE.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S FEBRUARY 20, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED SUBJECT TO CONSIDERATION OF THE COMMENTS IN OUR FEBRUARY 24, 1970 LETTER.

THE 1970 EDITION OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" IS APPROVED FOR USE ON THIS PROJECT.

NO PERMIT OF ENTRY IS AVAILABLE AS YET FROM THE UNION PACIFIC RAILROAD COMPANY. IF THIS PERMIT OF ENTRY IS NOT AVAILABLE AT LEAST FOUR (4) DAYS PRIOR TO THE BID OPENING, THE LETTING OF THIS PROJECT SHOULD BE DEFERRED AND CONTRACTORS SO NOTIFIED. ✓

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

3-10-70
OFFICE USE
Young
w/ enc.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-5-70	R. E. Simpson R. E. SIMPSON	DIVISON ENGINEER

P

RECEIVED
FORM E-30 (12-67)
FEB 6 - 1970

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1970

I-80N-7(30) 333
7352

To: MEMO TO THE FILES

SUBJECT: UPRR-State Negotiations
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County

On February 3, 1970, I met with Mr. T. J. Scanlon, Public Projects Engineer, of the Union Pacific Railroad Company and discussed the items covered in my letter to the Railroad dated January 30, 1970.

It appears that the Railroad and State are in agreement on all but the maintenance of the access road through the Dyer property and the maintenance of the Rye Valley Railroad Overcrossing. In my letter of January 30 I indicated to the Railroad that the State would accept the structural maintenance of the Rye Valley Overcrossing structure if the Railroad would accept the maintenance of the access road through the Dyer property. Mr. Scanlon wanted to take this up with his superiors before giving any reply.

It appears that the Railroad will give us a Permit of Entry for the construction of the Weatherby-Lime Section so that bids may be opened for this project on March 19, 1970. Should the matter of the Rye Valley Overcrossing and the Dyer access road not be resolved, the overcrossing structure can be pulled from this project and let separately. It is generally agreed that we will improve the road through theDyer property so that may be left as a portion of the grading contract. We should negotiate with Dyer on the basis that he will not be responsible for the maintenance of this road. Maintenance will be performed by either the Railroad, the State, or the County pending the outcome of our negotiations.

Mr. Scanlon gave me prints showing the seven (7) proposed bridges over Burnt River, and I have passed these on to Mr. Merchant for an estimate of cost of driving the 56 piles required in the construction of these seven (7) bridges. Upon receipt of his estimate of cost we may then decide if we can accept this obligation the Railroad has requested. If we decide to drive the piles, it should all be done as a part of the Bubbs Ranch-Weatherby contract.

The Permit of Entry I requested will apply only to the Weatherby-Lime Section so this can be contracted on March 19, 1970. Upon receipt of a Construction Agreement covering the entire Bubbs Ranch-Lime Section, we may contract the Bubbs Ranch-Weatherby Section. It may be possible to open bids for this project on June 4, 1970.

TWL:ss

T. W. Litchfield
Utilities Liaison Engineer

cc: R. E. Simpson
F. B. Klaboe
L. H. Young
D. J. Barbee
H. S. Coulter
H. W. Snell
I. D. Merchant
D. H. Moehring
J. L. Sollis
H. S. Cox
H. M. Fillmore

FEB 2

FOR FILING

I-80N-7(30)333

7352

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 29, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaber

SUBJECT: Oregon Project I-80N-7(16)327
Bubbs Ranch - Weatherby and Weatherby - Lime Sections
Oregon Trail Highway
Union Pacific Railroad Access

Mr. Litchfield's October 28, 1969 letter requested Federal-aid participation in a portion of the cost of constructing an access road in lieu of locked gate accesses on this portion of I-80N. Your request is approved subject to the following conditions:

1. The State-railroad agreement should cover the responsibilities of each party in construction and use of the service road.

2. The agreement should provide for conveyance to the State of sufficient interest in the railroad property to adequately accommodate construction, operation and maintenance of the Interstate highway. This would, of course, include relinquishment of all access rights to the Interstate facility.

3. The service road construction must result in a facility which is available to all utilities for maintenance of their facilities in the canyon area and which provides access for agricultural, ranching and timber interests now existing in the area. It is our understanding that those sections of the road not immediately adjacent to the track would generally be available for use by others and that the proposed plan provides for a facility that is adequate to serve the above mentioned interests.

4. Approval is, of course, contingent upon acceptance by all other parties affected by the joint-use plan.

The extent of Federal participation in the balance of the items included in Mr. Litchfield's letter was set forth in our December 1, 1969 memorandum.

2-2-70

REFERRED TO Morgan - Young
By Asst. State Hwy. Engr.

RECEIVED
JAN 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 30 1970

I-80N-7(30)333
7352

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 28, 1970

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Moehring

SUBJECT: Oregon Project I-80N-7(17)333
Weatherby-Lime
Settlement - File No. 37110, Dyer-Kanyid
(My September 30, 1969 Memorandum and Mr. D. H. Moehring's January 16, 1970 Reply)

Orig. to Moehring 1-29-70

Material submitted with Mr. Moehring's letter indicates the monetary amount of $9,078 paid the owner in lieu of the State constructing certain irrigation facilities is far less than the damages which would result if no provision was made for reestablishing the facilities. Therefore, Federal funds will participate in the settlement.

RECEIVED
JAN 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JAN 27 1970

I-80N-7(30)333
7352

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 22, 1970

Chevron Pipe Line Company
P. O. Box 117
Salt Lake City, Utah 84110

ATTENTION: Mr. E. I. Allen Pres.

Re: Additional Conflicts
Chevron Pipe Line Company
Weatherby-Lime Unit
Bubbs Ranch-Malheur County
Line Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327

Gentlemen:

On December 22, 1969, your Mr. E. H. Hight and our Mr. H. M. Fillmore met at the Jordan Creek Road to review the possibility of a conflict between your pipe line and the relocated Jordan Creek Road on subject project.

It has now been determined that your pipe line will conflict from 50 feet northwesterly of the Jordan Creek Road, Station 8+20, to 50 feet southeasterly of "UX" Station 1+00. This will require an adjustment of your pipe line of approximately 600 feet plus the necessary taper.

Since your line is located on private property (subject to a review of your easement document by our Staff Attorney), the cost of adjusting this facility will be reimbursed by the State. Reimbursement will be mad e pursuant to State policies and procedures and provisions of Bureau of Public Roads' Policy and Procedure Memorandum 30-4.

Will you please submit a cost estimate and sketch map for the work. Since bids are tentatively scheduled to be received by the State Highway Commission for this project on March 12, 1970, your estimate and sketch map should be submitted to Mr. H. M. Fillmore, P. O. Box 850, La Grande, Oregon 97850 at the earliest possible date.

Should you require any additional information, please contact Mr. Fillmore or this office.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY

By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JAN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:ss
cc: F. B. Klaboe
V. E. Skoog
H. S. Coulter
H. M. Fillmore

B. KLABOE

cc: Chevron Pipe Line Company - Boise
ATTN: Mr. E. H. Hight

Porter 1

RECEIVED
JAN 20 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(30)33
1352

January 16, 1970

NOTED
R. L. PORTER

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

File No. 37110 - Dyer
Weatherby-Line Section
Old Oregon Trail Highway
Baker County
Project I-80N-7(17)33

Attention: C. J. Mathias

Dear Mr. Mathias:

Subsequent to receipt of Mr. R. E. Simpson's 9-30-69 request to secure an appraisal in support of the damages, if any, which would result if certain irrigation facilities were not provided in construction, Mr. Thomas was asked to submit a revised appraisal recognizing these assumptions.

In his revision, copy of which is attached, Mr. Thomas indicates that damages to the remainder would be $36,450 if the irrigation facilities were not provided. This finding shows a considerable saving ($27,372) to the State and Federal governments by having a monetary consideration paid to the owners, based upon our construction cost estimates ($9,078), in lieu of actual construction of the irrigation facilities.

In view of the foregoing, it appears subject file is fully eligible for Federal participation.

Yours very truly,

G. E. ROHDE
Chief Counsel

D H Moehring

D. H. Moehring
Right of Way Engineer

DHM:MMM:DS
cc: R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog
G. E. Rohde
M. R. Mitchell

RECEIVED
JAN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBERS 1-12 AND 1-13

ORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	1-7-70
BY (Signature)	Mr. Young's December 22, 1969 letter
TITLE	Program and Planning Engineer

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 596 THRU 597

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
5	I-80N-7(29)327	7.14	10,200,000	9,409,000	Bubbs Ranch-Weatherby Section	Grade-Drain-High Type Pavement - Structures - Frontage Road and Rest Area
597	I-80N-7(30)333	5.76	7,300,000	6,734,000	Weatherby-Lime Section	Grade-Drain-High Type Pavement and Structures.

1-7-70

NOTED
F. B. KLABOE

REMARKS (Division)

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JAN 9 - 1970
FOR FILE

I-80N-7(30)333
7352

1-9-70
Young

RECEIVED
JAN 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-7-70	SIGNATURE AND TITLE R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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DEC 24 1969

I-80N-7(38)333

7352

December 22, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two Interstate Projects Items 596 and 597, which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our intention to receive bids for the Projects on January 29, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N Weatherby SE 5.76 Mi. 21 65	**ADT**	PRESENT 2,350	FUTURE 4,000 (66) (70)

TEA 89 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., High-Type Pave.,8 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. I · FEDERAL-A I-8

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N Weatherby SE 5.76 Mi. (Weatherby-Lime Section)			
5					**ROW**					
5					**CONST** (CODE)			5.76	7,300,000	6,734,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	5.76	7,300,000	6,734,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

i. 65	**ADT**	PRESENT 2,350	FUTURE 4,000 (66) (70)	YEAR 89 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 597 (14) (18)

						PROJECT NUMBER		I Projects Only	
TE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) I- 14 23	NUMBER SEQ. NO. 80-7 (30) 7 13	POST MI. 333 (24) (26)	DESIG. N 27

COUNTY NAME Baker			CODE 001 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 6 (36) (37)	U.S. I-80N (41)	

	MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
		TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
	(56) (58)	(59) (66)	(67) (76)			Gr., Dr., 4-12'lanes H.T. pave with 10' R. shoulders, 16' median, 8 Brs.(length 1543'). RR prot. service incl. signal and communication line protection. ROW - 170' min.; Access control-Full; Parking Restrictions-Complete.
	5.76	7,300,000	6,734,000	566,000		
JECT TALS	5.76	7,300,000	6,734,000	566,000		
		(19) (23)	(24) (33)			

REMARKS Additional Data: Items 106, 204, 373 and 377. Projects I-80N-7(5), (10), (16) and (17). Hearings cleared and design approval given with BPR Memorandum of May 7, 1969.

REMARKS - continued

The project consists of grading and draining, four - 12 foot lanes of hight-type pavement with 10' R shoulders and 16' median. Construction of eight structures as tabulated below under "Additional Information for PR 37". Included in this project is the necessary R.R. protective service and protection of R.R. signal and communication lines.

Note: Adjustment of utilities is programmed under I-80N-7(16)327, to which we will add the adjustment of railroad signal and communication lines including preparatory work.

Unusual Situations:

Railroad access the entire length of the project will be provided in lieu of locked gates by constructing an access road of minimum design along the R.R. tracks or by utilizing the Old Highway and Public Roads where possible. Bridges over Burnt River required on the access road will be constructed by the Railroad Company.

Additional Information for PR 37:

Roadway:

Type Code 6203; Bituminous concrete with bituminous admixture in base.

Mile Point	Description
0.0	Northerly end of project
0.90	Hwy. over waterway, Prestressed beam, Br. No. 1781A, Lenght 258', H.C. 88'
1.27	Hwy. over waterway, Prestressed beam, Br. No. 2203A, Length 228', H.C. 88'
1.75	Hwy. over Hwy., R.C. slab, Br. No. 9375, Length 100', H.C. 88'
2.63	Hwy. over waterway, Prestressed beam, Br. No. 1783A, Length 215', H.C. 88'
4.05	Hwy. under Hwy., R.C.B.G., Br. No. 9394, Length 208', H.C. 32'
4.05 *	Hwy. over R.R., Prestressed Channels, Br. No. 9820, Length 170', H.C. 26' (Rye Valley Road)
4.22	Hwy. over waterway, Prestressed beams, Br. No. 1786A, Length 184', H.C. 88'
5.50	Hwy. over waterway, Prestressed beams, Br. No. 1787A, Length 180', H.C. 88'

* Participation limited to the estimated t alternate grade crossing and service road i constructed.

ading and draining, four -
pe pavement with 10' R shoulders
tion of eight structures as
litional Information for PR 37".
is the necessary R.R. protective
R.R. signal and communication

ities is programmed under
we will add the adjustment of
ication lines including

e length of the project will be
d gates by constructing an access
ong the R.R. tracks or by
and Public Roads where possible.
required on the access road will
road Company.

r PR 37:

us concrete with bituminous

Mile Point	Description	Type Code	Est. Cost
0.0	Northerly end of project		
0.90	Hwy. over waterway, Prestressed beam, Br. No. 1781A, Lenght 258', H.C. 88'	X081	$440,000
1.27	Hwy. over waterway, Prestressed beam, Br. No. 2203A, Length 228', H.C. 88'	X081	$331,000
1.75	Hwy. over Hwy., R.C. slab, Br. No. 9375, Length 100', H.C. 88'	X220	$145,000
2.63	Hwy. over waterway, Prestressed beam, Br. No. 1783A, Length 215', H.C. 88'	X081	$330,000
4.05	Hwy. under Hwy., R.C.B.G., Br. No. 9394, Length 208', H.C. 32'	X721	$147,000
4.05 *	Hwy. over R.R., Prestressed Channels, Br. No. 9820, Length 170', H.C. 26' (Rye Valley Road)	X181	
4.22	Hwy. over waterway, Prestressed beams, Br. No. 1786A, Length 184', H.C. 88'	X081	$264,000
5.50	Hwy. over waterway, Prestressed beams, Br. No. 1787A, Length 180', H.C. 88'	X081	$309,000

* Participation limited to the estimated total cost of the alternate grade crossing and service road if they were constructed.

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DEC 16 1969

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1859

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

December 3, 1969

cc's sent 12-8-69

F. B. Klaboe
L.H. Young
T.C. Roake (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
L. W. Rulien (2)
H. S. Coulter(4)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Frank L. Hall

Dear Sir:

We are replying to your letter of October 31, which referred to the plans for the following projects:

1. Linwood Avenue at King Road (Milwaukie)
   FAS 133, Clackamas County

2. Bubbs Ranch-Weatherby Section
   Old Oregon Trail Highway
   Baker County

3. Weatherby-Lime Section
   Old Oregon Trail Highway
   Baker County

The plans are satisfactory to us and are approved. We note that boulder placement, as requested, has been included in rechanneled sections. Siltation should be controlled as much as possible during construction.

We appreciate being able to offer recommendations on this construction.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

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DEC 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

RECEIVED
DEC 3 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-80N-7(30)333

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 1, 1969

7352

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-7(16)327
Bubbs Ranch-Weatherby and Weatherby-Lime Section
Old Oregon Trail Highway
UPRR Signal and Communication Lines and Reconstructing
Rye Valley Overcrossing Structure - Mr. Klaboe's
November 21 letter

Federal participation in part of the costs of the above items is approved. The Federal share will be based on the following:

1. Relocation and adjustment of railroad signal and communication lines - 58.69 percent of the total cost.

2. Rye Valley Overcrossing structure including related costs of protecting railroad and signal lines - total costs less $46,800.

3. Signalman required because of highway construction - all of the State's share of the total cost.

12-2-69
REFERRED TO
Morgan - Backee = Young - Cf
By Asst. State Hwy. Engr.

NOT
F.B. KLABOE

RECEIVED
DEC 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]
DEC 1 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(30)333
7352

November 25, 1969

Chevron Pipe Line Company
P. O. Box 117
Salt Lake City, Utah 84110

ATTENTION: Mr. E. L. Allen

Re: New Easements
Chevron Pipe Line Company Adjustment
SLPL M. P. 414
Weatherby-Lime Unit
Bubbs Ranch-Malheur County Line Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327

Gentlemen:

Reference is made to your letter dated March 9, 1966, and Paragraph 2 of our letter dated April 29, 1966 concerning acquisition by the State of easements for your relocated pipe line across the Dyer property (your M.P. 414).

As you know, El Paso Natural Gas Company, Idaho Power Company, and Pacific Northwest Bell, as well as the land owner, will be using the roadway adjacent to your relocated pipe line for an access road. These rights have been granted to the above mentioned utilities by the land owner in the previous easement agreements.

Interstate highway access restrictions require the Union Pacific Railroad Company to traverse the same access road with their off track maintenance equipment to service their facilities at each end of the tunnel. To accomplish this a right for the Union Pacific Railroad Company must be reserved in your easement document. If you have any objections to this procedure, please advise us immediately.

You can expect a rough draft of the easement document in the near future.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F.B. KLABOE

PGP:ss
cc: F. B. Klaboe
G. E. Rohde - ATTN: J. L. Sollis
D. H. Moehring
H. S. Coulter
H. W. Snell
H. M. Fillmore
cc: Chevron Pipe Line Company
201 North Phillippi Street
Boise, Idaho

ATTN: Mr. E. H. Hight

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NOV 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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I-80N-7(30)3-3
7352
[illegible]

November 21, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Adjustment of Signal and Communication Lines, Rye Valley Overcrossing, Bubbs Ranch-Weatherby and Weatherby-Lime Sections, Old Oregon Trail Highway Baker County, Project No. I-80N-7(16)327
Your Reference: 08-35-DA

On page 2 of your letter dated November 10, you outlined the limits of Federal participation allowed for the relocation of the signal and communication lines owned by the Union Pacific Railroad Company throughout these projects. On November 18 and 19, Messrs. Cooper, Porter, Litchfield and I met with you and Messrs. Green and Nichols which resulted in the following agreement on sharing the cost of construction of the joint signal and communication lines from Nelson Point to Lime.

We agreed that Federal participation would be limited to the equivalent of constructing a new communication line with poles tall enough to accommodate the signal line for a distance of 7.05 miles of the 10.55 miles between Nelson Point and Lime. We also agreed that this participating cost would not be limited to a dollar value, but would be a percentage of the total construction cost of the joint signal and communication line throughout the entire 10.55 miles. You will find attached three (3) copies of a sheet showing the computation of this percentage. We agreed that 7.05/10.55 or 66.82 percent of the line was participating. The total estimated cost of the construction of a new communication line for the entire 10.55 miles is $101,015. The participating share, 66.82 percent, on the basis of this estimate is equal to $67,498. The total estimated cost of the joint signal and communication line for 10.55 miles is $115,015. Therefore, it is agreed that Federal participation will be allowed in 67,498/115,015 or 58.69 percent of the total actual cost of constructing 10.55 miles of joint signal and communication line. I have been advised that the Railroad has agreed to share the cost of constructing this line on an 80 percent-20 percent basis as set forth in our letter dated October 28, 1969. The cost will be shared as follows:

Total Estimated Cost	$115,015
UPRR Share - 20 percent	23,003
State Share - 80 percent	92,012
BPR Share - 58.69 percent	67,502
State Share (no Federal-aid)	24,510

It is understood that your participation will be 58.69 percent of the total actual cost of the construction of 10.55 miles of the joint signal and communication line which is to be constructed by the Union Pacific Railroad Company along the southerly side of their tracks from Nelson Point to Lime. It is also understood that you will participate in the total actual cost of a signalman who is to be employed by the Railroad during the times of blasting by the State's contractor. Any additional costs with respect to the adjustment and protection of the signal and communication lines throughout these two projects will be negotiated separately at which time the extent of Federal-aid will be determined. We solicit your approval of the above procedure.

With regard to the Rye Valley Railroad Overcrossing, from page 2, several alternate procedures can be used to resolve this problem: Reconstruct this overcrossing, construct a new grade crossing, or condemn the interest in this private crossing and pay whatever damages this court may award.

The existing wooden structure over the railroad is inadequate for any load greater than 10 tons. Therefore, all the ranchers, public agencies' equipment, and anyone else having occasion to cross the tracks with a heavy load, presently use a private grade crossing opposite Highway Station 488+50. The construction of the freeway requires the closure of this access point and economic design precludes the construction of a connecting road from Highway Station 488+50 to the Dixie Interchange at Highway Station 530+50. We have proposed in the past to leave the existing wooden structure in place and replace the grade crossing now existing opposite Highway Station 488+50 with a new grade crossing opposite Highway Station 538. This plan has been shown as the "R" Line on Sheet 10 of the preliminary plans which have been distributed up to this time. The cost of constructing the "R" Line is estimated to be $18,498. This would cross the railroad at grade and would generate an additional $17,000 for the installation of flashing light signals, the adjustment of signal and communication lines and the installation of a plank crossing. Inasmuch as this would connect to the "B" Line at Station 15+51.94, that portion of the "B" Line between Stations 8+37.82 and 15+51.94 must accommodate two-way traffic which is contrary to good design practice. The additional cost of make this section of the "B" Line a two-way facility is estimated to be $2,509. These costs may be summarized as follows:

Cost of "R" Line	$18,498
Cost of second lane on "B" Line	2,509
Subtotal	$21,007
Plus 10% Engineering & Contingencies	2,101
Total Cost of State Work	$23,108
Total Cost of Railroad Work	17,000
Total Cost of constructing "R" Line	$40,108

The Railroad has indicated it will oppose the construction of this new grade crossing. The "R" Line grade crossing will have to be a public crossing and would ultimately result in a PUC hearing. The State would be forced to defend this design which creates rather than eliminates a grade crossing. In several recent PUC hearings, the State has opposed the construction of railroad tracks across highways on the basis that it creates an additional hazard. The position we would have to defend with respect to the "R" Line is inconsistent with our recent past appearances before the PUC and is inconsistent with respect to your current national policy to eliminate grade crossing hazards. It is quite likely that the Public Utility Commissioner, in light of the evidence presented, may require the existing structure replaced in lieu of establishing this new grade crossing. Therefore, the proper engineering solution to this problem is to construct an adequate overcrossing structure suitable for all traffic in lieu of the existing obsolete structure.

The estimated cost of the new structure is $75,702. Of this, the Railroad has agreed to contribute $40,800 and the County $6,000, leaving the State's share to be $28,902. In addition to this cost, there is the cost of adjusting the Railroad's signal lines, which is estimated to be $19,045. Therefore, the total State share of the cost will be $28,902 plus $19,045 or $47,947. Inasmuch as Federal-aid has been approved for the construction of the grade crossing, which is estimated to cost $40,108 and, considering the added safety of eliminating an existing private grade crossing (which is used as a public crossing), we feel the additional $7,839 required for the construction of the overcrossing is justified. We request your participation in all of the State's share of the cost of the structure plus the necessary cost for adjusting the Railroad pole lines.

Another method of proceeding, which has been recommended by our Legal Division, is to condemn the interest in the private crossing opposite Highway Station 483+50, leave the overcrossing untouched and do not construct the "R" Line. While this may be a legal solution, it did not appear to be the most practical or the best solution to this problem. This would lead to extended proceedings in courts and the ultimate payment of damages which could exceed by many times the cost of constructing either the "R" Line or a new overcrossing structure. Therefore, this procedure has been discarded.

We solicit your early reply in this regard.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
V. E. Skoog
T. W. Litchfield - Enc.
V. L. Gallagher
H. S. Coulter

TWL:ss:fw srb

UPRR SIGNAL AND COMMUNICATION LINE CONSTRUCTION

BUBBS RANCH - LIME SECTION

SIGNAL LINE CONSTRUCTION (10.55 MILES)	$ 96,215
TRANSFER SIGNAL LINES (NON-PARTICIPATING)	- 14,000
COST OF CONSTRUCTING SIGNAL POLE LINE	82,215
TRANSFER COMMUNICATION LINES	19,265
REMOVE OLD COMMUNICATION POLES	6525
SALVAGE FROM COMMUNICATION LINE	- 6990
COST OF CONSTRUCTING COMMUNICATION LINE (10.55 MI)	$ 101,015

7.05 MILES OF 10.55 MILES IN CONFLICT

$\frac{7.05}{10.55} = 66.82\%$

101,015

× 66.82%

ESTIMATED BPR PARTICIPATING COST $ 67,498

TOTAL ESTIMATED COST OF JOINT SIG + COMM LINE (10.55 MI) $ 115,015

BPR WILL PARTICIPATE IN $\frac{67,498}{115,015}$ OR 58.69%

OF TOTAL ACTUAL COST OF 10.55 MILES OF SIGNAL AND COMMUNICATION LINE CONSTRUCTION

STATE AND UPRR AGREE TO SHARE THIS COST ON 80% - 20% BASIS

TOTAL ESTIMATED COST	$ 115,015
UPRR SHARE 20%	23,003
STATE SHARE 80%	92,012
BPR SHARE 58.69%	67,502
STATE SHARE (NO FED AID)	$ 24,510

11-19-69

R[illegible]
NOV 2[illegible] 1969
FOR [illegible]

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2828 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

I-80N-7(16)323
7352

NOVEMBER 21, 1969

File Ref. D 315 - 2 - 129

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

RECEIVED
NOV 25 1969
CONSTRUCTION
DIVISION

Routing
Decker
Boehme
Johnson
Pease E
Swan
Glenn
/ Litchfield
Gallagher
Stein

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Bubbs Ranch to Weatherby and
Weatherby to Lime Sections,
Old Oregon Trail Highway
Project I-80N-7(16)327

Please refer to my letter of July 8 with which I furnished you two estimates, the first consisting of 3 pages covering temporary rearrangement of signal and communications lines and the second consisting of 1 page covering building a joint signal-communications pole line.

Per 'phone request of Mr. T. W. Litchfield in your office requesting a breakdown of permanent signal work shown on the 1-page estimate covering construction of joint signal-communications line, please be advised that the rebuilding of signal pole line for both signal and communications facilities in the amount of $44,000 comprises the following items:

1 - Install poles and anchors -----	$30,000
2 - Transfer crossarms and wires from existing poles to new poles ----	$14,000

Yours very truly,

COPIES TO:
RE SIMPSON
RL PORTER
GE ROHDE
VE SKOOG
VL GALLAGHER
HS COULTER

RECEIVED
NOV 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 24 1969
FOR FILING

I-80N-7(30)333
7352

4N
11-18-69

November 21, 1969

Baker County Court
Courthouse
Baker, Oregon 97814

MISC. CONTRACTS and
AGREEMENTS No. 3852

Attention: Dennis L. Fuller
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a throughway agreement concerning construction of the Weatherby-Lime Section of the Old Oregon Trail.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Attachment

cc H. S. Cox
(conf. agreement attached)

I-80N-7(30) 333
7352

WEATHERBY - LIME SECTION

11-19-69

RYE VALLEY RR OXING

COST OF STRUCTURE	$ 67,920
REMOVE OLD BRIDGE	900
SUBTOTAL	68,820
+ 10% E+C	6882
TOTAL COST OF BRIDGE	75,702
ADJUST RR SIGNAL LINES	19,045
TOTAL COST	$ 94,747

COST SHARE

TOTAL COST OF BRIDGE	$ 75,702
UPRR SHARE	40,800
COUNTY SHARE	6,000
STATE SHARE	28,902

BPR PARTICIPATION

STATE SHARE	28,902
ADJUST SIG. LINES	19,045
TOTAL	$ 47,947
COST OF GXING	40,108
ADDITIONAL FOR OXING	$ 7839

RYE VALLEY RR GXING

COST OF "R" LINE	$ 18,498
COST OF 2ND LANE ON "B" LINE	2509
SUBTOTAL	21,007
+ 10% E+C	2101
TOTAL COST OF STATE WORK	23,108
24 FOOT PLANK CROSSING	700
ADJUST SIG + COMM LINES	1300
FLASHING LIGHT SIGNALS	15,000
TOTAL COST	$ 40,108

BPR HAS AGREED TO PARTICIPATE IN THIS COST.

NOTED
F. B. KLABOE

Please file

11-19-69
L

UPRR SIG AL AND COMMUNICA N LINE CONSTRUCTION

BUBBS RANCH - LIME SECTION

SIGNAL LINE CONSTRUCTION (10.55 MILES)	$ 96,215
TRANSFER SIGNAL LINES (NON-PARTICIPATING)	- 14,000
COST OF CONSTRUCTING SIGNAL POLE LINE	82,215
TRANSFER COMMUNICATION LINES	19,265
REMOVE OLD COMMUNICATION POLES	6525
SALVAGE FROM COMMUNICATION LINE	- 6990
COST OF CONSTRUCTING COMMUNICATION LINE (10.55 MI)	$ 101,015

7.05 MILES OF 10.55 MILES IN CONFLICT

$\frac{7.05}{10.55} = 66.82\%$ 101,015 × 66.82%

ESTIMATED BPR PARTICIPATING COST $ 67,498

TOTAL ESTIMATED COST OF JOINT SIG + COMM LINE (10.55 MI) $ 115,015

BPR WILL PARTICIPATE IN $\frac{67,498}{115,015}$ OR 58.69%

OF TOTAL ACTUAL COST OF 10.55 MILES OF SIGNAL AND COMMUNICATION LINE CONSTRUCTION

STATE AND UPRR AGREE TO SHARE THIS COST ON 80% - 20% BASIS

TOTAL ESTIMATED COST	$ 115,015
UPRR SHARE 20%	23,003
STATE SHARE 80%	92,012
BPR SHARE 58.69%	67,502
STATE SHARE (NO FED AID)	$ 24,510

11-20-69
Allocation of costs as shown above approved by Mr. Cooper this date.
JgKlabe

11-19-69
L

[illegible]
NOV 20 1969

FOR FILING
I-80N-7(30) 323
7352

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 17, 1969

SUBJECT: Interstate 80N

To: Mr. Forrest Cooper
State Highway Engineer
OFFICE

The Bubbs Ranch-Weatherby Section and the Weatherby-Lime Section were scheduled for the December 18 letting. We can't make them for this letting due to dealings with the Union Pacific Railroad.

1. Maintenance of Rye Valley structure is in dispute.

2. Determination of construction of railroad off-track maintenance road in lieu of locked gate accesses is in Washington, D. C. for a decision.

3. Relocation of signal and communication lines has not been resolved.

We would like to pull up and let the La Grande Bypass instead. It is number 79 on the priority list developed for the Governor during cutback talks.

The cost is estimated at $13.5 million, and we have $16.1 million of federal funds available. In other words, we would carry over into next year about $2.6 million if we are authorized to go with the Bypass section.

F. B. Klaboe

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter

BPR LETTER 11-10-69

1. CONST TEMP COMM. LINE
MP 373.0 - 374.35 =
MP 374.8 - 375.4 =
MP 375.9 - 376.3 = } 11,870
MP 377.95 - 378.5 = 3025
MP 379.9 - 380.55 = 3865
MP 381.2 - 383.55 = 11,770
CONTRACT WORK = 18,500 / 49,030

CONST TEMP JOINT COMM + SIG LINE
MP 374.35 - 374.8 =
MP 375.4 - 375.9 = } 3965

CONST COMM LINE IN NEW LOCATION
MP 376.7 - 376.9 = 1065 / 54,060

2. RESTORE COMM LINE TO ORIGINAL LOCATION (NO NEW POLES) CONTRACT WORK
373-376.3 = 10,065
377.95-378.5 = 2260
379.9-380.55 = 2960
381.2-383.35 = 9830
2650 / 27,765

3. REMOVE TEMP COMM LINE (LESS SALVAGE)
5400
(10,265)
(4865)

TOTAL CONST. COST = $76,860

4. COST OF SIGNALMAN DURING CONSTRUCTION $1650/MONTH

$\frac{76,860}{115,015}$ = 66.83% OF TOTAL RELOCATION

RECEIVED
NOV 17 1969

F. B. Klaboe

FORM E-80-X (12-67)
[illegible]
I-80N-7(30)333
7352

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
November 14, 1969

To: Mr. L. H. Young
Program and Planning Engineer

SUBJECT: Right of Way Status
FAI Project
December 18, 1969, Bid Opening

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way, rights of access, and rights of entry are acquired with the exception of the file listed following the name of the project:

Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Grade, Pave, Str. and Sign
37115-Langley

NOTED
F. B. KLABOE

We expect to have possession and all rights of entry and rights of access of this file prior to the date we request Bureau concurrence in the award of the contract.

Relocation advisory assistance has been provided where necessary in accordance with paragraph 3h of PPM 80-5.

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been (or will be) fully implemented. All persons and occupants of the right of way within this project have been (or will be) offered decent, safe and sanitary housing.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

G. E. ROHDE
Chief Counsel
ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc F. B. Klaboe	T. W. Litchfield	Frank Lowe
V. E. Skoog	W. H. Haskin	M. R. Mitchell
G. E. Rohde	Duane Ridings	

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NOV 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1969

FOR FILING

I-80N-7(30) 333
7352

November 13, 1969

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the November 18 meeting will be a throughway agreement concerning construction of the Weatherby-Lime Section of the Old Oregon Trail (I-80N) in Baker County.

This agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, base and paving. The Jordan Creek and Dixie Interchanges are to be constructed as a part of this project. Baker County agrees to accept jurisdiction of newly constructed and reconstructed frontage roads and County road connections. The Eye Valley Road railroad grade separation structure will also be constructed under this contract but is to be the subject of a companion agreement between the State, County and Railroad.

This project is tentatively scheduled for contract at an early date at an estimated cost of $5,750,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
W. D. Wolfe
D. J. Barbee
F. D. Morgan
H. S. Cox
D. H. Moehring
E. S. Coulter

MCH:ljt sr

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NOV 17 1969
FOR FILING

I-80N-7(30) 333
7352

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We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
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D. J. Barbee
F. D. Morgan
H. S. Cox
D. H. Moehring
H. S. Coulter

MCH:ljt sr

RECEIVED
1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-80N-7(30)333
735

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

B/up H-18
12-12

DATE: November 10, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(16)327
Bubbs Ranch - Weatherby and Weaterby - Lime Sections
Oregon Trail Highway
Union Pacific Railroad Facilities

14
115000

Mr. Litchfield's October 28, 1968 letter and attachments covered four main points, i.e.

1. Access from the highway to the railroad.
2. ~~Disposal of waste material.~~
3. Resolution of Rye Valley Railroad Overcrossing. PUC
4. Adjustment of the signal and communication lines.

The proposal to construct an off-track maintenance road has sufficient merit to warrant serious consideration. However, a development of this kind may set a national precedence and for this reason we are studying not only the proposal as it concerns these projects but also the effect it may have nationwide. We are expediting this study and will submit our answer as soon as possible.

There is no objection to wasting excess material on railroad property providing there is no added expense, except that which could be offset by a highway benefit.

The Rye Valley overcrossing structure has been the subject of many confences between our organizations. A new structure in itself is not eligible for Federal participation; however, the construction costs of an approved at-grade crossing may be applied toward the new structure. A firm detailed estimate of the cost of the at-grade crossing is needed before proceeding further with this matter.

Str.
21000
41000
6000
Lic. R/R
35000
$.8

est.
$30,000.

The costs of adjusting the communication and signal lines necessitated by highway construction is eligible for Federal participation. According to the data submitted it appears that several segments (totaling 7.05 miles) of the communication line has to be adjusted or moved. The

(more)

11-12-69 orig to Litchfield
copy to [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

segments appear to be reasonable so we concur in the extent of these adjustments. However, both of the railroad's proposals include costs which would not be eligible for Federal participation. Under existing statutes the Federal participation must be restricted to:

1. Constructing a temporary communication line as shown on the plans and labeled "const. temp. comm. line", "const. comm. line in new location" or "reconst. existing comm. line". As an alternate these same segments of line could be permantly constructed on the present location of the signal lines. $54,060
2. The actual costs of restoring the communication line to the original location. This would not include new poles unless the original poles were damaged by the highway contractor. 27,665
3. Actual costs of removing the temporary communication line. (Less salvage) -4865

$76,860

4. The costs related directly to a maintenance signalman needed when the contractor's operations could damage the signal lines. $1650/MONTH

The following items are examples of items which would not be eligible for Federal participation:

1. Burying the signal line in several areas between railroad MP 373.0 (station 1429+50) and railroad MP 376.3 (station 241). The lines can be left on the poles under the same conditions the railroad proposed in sheet 2 of their July 8, 1969 letter to Mr. Morgan. $44,160
3. Removal of the poles now existing except those damaged by highway construction.
4. Relocation or adjusting the signal lines.
5. Any railroad utility adjustment required due to the construction of the Rye Valley Road overcrossing structure. The Federal-aid participation in all the costs generated by constructing this structure will be limited as previously explained. $19,045

ESTIMATED COST OF CONSTRUCTION OF JOINT SIGNAL + COMMUNICATION LINES = $115,015

BPR SHARE = $76,860 OR 66.83% OF $115,015

PROPOSED UPRR - STATE AGREEMENT STATE 80% OF 115,015 = $92,012
UPRR 20% OF 115,015 = 23,003

NON PARTICIPATING COST 92,012 - 76,860 = $15,152

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NOV 12 1969
FOR FILING

I-8[illegible] (16) 3[illegible]
7352

JT

A, OREGON • 97310 • Phone 364-2171

November 5, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Access Road Information
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
YOUR FILE: D 315-2-129
Project No. I-80N-7 (16) 327

NOTED
F.B. KLABOE

Gentlemen:

Herewith you will find four (4) sets of plan sheets consisting of Sheet 12 of the Bubbs Ranch-Weatherby Section and Sheets 3 through 13 of the Weatherby-Lime Section, on which are shown the plan and profiles of the proposed bridges over the Burnt River which are to be built as part of the railroad access road on these projects. You will also find attached four (4) copies of the field notes and profiles to assist in your review of the bridge sites.

This information was gathered by State forces as we agreed in our meeting with your Messrs. McDonald and Scanlon on October 17, 1969.

In most cases we have determined the elevations of the benchmarks and have reduced the notes to reflect proper elevations and these are shown on the profiles on the plan sheets. However, there was no benchmark we could find at the bridge opposite Highway Station 445 and we used the top of the concrete abutment at the southwest corner and assumed the elevation of that point to be 100 feet. We assume you will be able to determine from your records the elevation of this point.

We investigated three possible alternates at the railroad bridge opposite Highway Station 230 but are submitting to you only information for what is indicated as "Plan C" since we understand this to be your preference.

If additional information is required I suggest that you have your Mr. Mathews in La Grande contact our Mr. Fillmore in our Division Office in La Grande.

From this information you should be able to determine the lengths of structures required and we may then bring this matter to a close.

As you are aware, we will be opening bids for this project on December 18, 1969, so your prompt review of this material is in order.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosure
cc: R. E. Simpson
F. B. Klaboe
L. H. Young
D. J. Barbee
I. D. Merchant
D. H. Moehring
J. L. Sollis
H. S. Coulter
H. M. Fillmore
H. W. Snell

RECEIVED
NOV 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
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FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 28, 1969

I-80N-7(30)337
7352

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: UPRR-State Negotiations
Bubbs Ranch-Weatherby and Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327

Dear Sir:

As you know, the State has been negotiating with the Union Pacific Railroad Company for a period of five (5) years or more in an effort to reach agreement to allow construction of the above captioned section of Interstate 80-N. As the discussions wore on, it finally developed that there were four (4) major questions to resolve:

1. Access from the highway to the Railroad.
2. The disposition of waste material.
3. The disposition of the Rye Valley Railroad Overcrossing.
4. The adjustment of the signal and communication lines.

With regard to the access from the highway to the Railroad, it developed in 1968 that the Railroad selected, and you later approved, the location of nine (9) locked gates which were detailed in your letter dated September 27, 1968. The Railroad originally accepted the concept that access was to be allowed at certain selected points. However, in 1969 the Railroad had second thoughts about the use of locked gates since they were accessible from only the eastbound lanes. Therefore, in their more recent discussions with us they have insisted upon continuous access, not necessarily adjacent to their tracks, from Nelson Point to Lime. Now after several meetings, field trips, and informal conversations, the Railroad has tentatively agreed to the construction of an access road from Nelson Point to Lime on the following bases:

1. State will do all grading required, extend all highway culverts to accommodate the road and extend any new Railroad culverts that may be required by the highway work.

2. The Railroad will construct all bridges over Burnt River, bear the protective costs required by the construction of the road, and extend their existing culverts.

With regard to the construction of the bridges, the matter of driving piles for the bridges has not yet been decided. A field survey is now underway to determine the location and length of the various bridges so an accurate determination of the number of piling needed may be made. An estimate for the State's portion of the above mentioned work has been prepared (totals $90,206.10) and is attached hereto. In addition, should the State agree to drive pilings supplied by the Railroad for the bridges, this would cost approximately $200 per pile. Inasmuch as the construction of this access road will eliminate the need of nine (9) locked gates throughout this project, and the fact that the Railroad has agreed to bear what appears to us to be a fair share of the cost of its construction, we feel the construction of the access road as a portion of the State's project is justified, and we solicit your participation in the State's portion of its cost.

With regard to the disposition of waste material, it was originally thought that there would be an excess of approximately 300,000 cubic yards of material on these two projects. However, recent design changes have eliminated all but about 40,000 cubic yards of excess. However, the Railroad has indicated that certain areas of their right of way will be made available to us for the purpose of disposing waste material, if necessary.

With regard to the Rye Valley Overcrossing, the Railroad has tentatively agreed to contributing $40,800 toward the cost of the structure and accepting the maintenance of the structure after construction. Baker County has agreed, tentatively, to contribute $6,000 toward the cost of the structure. The balance of the cost will be borne by the State, and we solicit your participation in our share of this cost in accordance with previous discussions with your people.

With regard to the relocation of the signal and communication lines, we have asked the Railroad to give us a comparative estimate of cost to relocate their lines temporarily and restore them to their initial position vs. an estimate to relocate their lines permanently on the westerly side of the Railroad on a single set of poles. You will find attached three copies of letters from the Union Pacific Railroad Company dated July 8 and July 18, 1969, which contain estimates for doing the work in the two methods described. The cost of the temporary relocation is estimated to be $140,065, while the single permanent joint pole line construction is estimated to cost $115,015. You will find attached three (3) prints of portions of the construction plans on which is shown the proposed temporary communication line. You will note that a significant portion of this construction is proposed to lie outside Railroad right of way and would require acquisition of temporary easements by the State. We do not have an estimate of cost for this right of way. If the permanent joint line were constructed, it would be in the same position as the existing Railroad signal line on the westerly side of the tracks. The Railroad indicates that if the joint line were constructed they would be willing to risk damage to this line in lieu of a temporary relocation. It would be necessary, however, to employ a signalman at an approximate cost of $1650 per month, including equipment and overtime, during the times of blasting so that he would be available to repair any damage to the wires that may occur.

We examined the two methods proposed and noted that there was a total of 10.55 miles of line involved. Of this a total of 7.05 miles was proposed for temporary or permanent relocation as shown on the drawings. Therefore, as indicated in my Memo to the File dated October 3, 1969, we can justify $\frac{7.05}{10.55}$ or 66.82% of the total cost of the joint pole line construction. The Railroad indicated in our discussions that since the new pole line would be constructed with 40 poles per mile, while the existing line contains 35 poles per mile, the Railroad would be willing to bear the cost of the five (5) additional poles per mile, or 1/8 (12 1/2%) of the total cost. As indicated in my October 3 memo, I have offered the Railroad a compromise settlement with the State bearing 80% and the Railroad 20% of the total cost of constructing the joint pole line. They have tentatively accepted this offer, and I now solicit your approval and authorization to proceed on this basis.

I now refer to the October 3 memorandum to which I have earlier made reference, and wish to point out changes which have developed since its writing. The Railroad did not agree to extend our 96-inch structure plate pipe at EB Station 218+40 to accommodate the access road. However, they want the pipe end left in such a form that they could extend it beneath the Railroad structure should they wish to retire that structure. It was the cost for that future extension they agreed to bear, not the cost for extending beneath the access road. The access road as shown on the plans does not conform entirely to the summary listed on pages 2 and 3 of that memo, since we made a complete investigation of existing Railroad access roads and connected those which exist. In the penultimate paragraph on Page 4 of the memo, the estimated cost of the signal line revision is indicated to be $140,065. This is the cost of the temporary relocation proposed by the Railroad. The permanent joint pole line, proposed to be constructed along the westerly side of the tracks, will cost an estimated $115,015, and will be shared (tentatively) on an 80-20 basis. The State will bear $92,012, the Railroad $23,003.

The cost to the State for the construction and reconstruction of Railroad facilities throughout the two above captioned projects may be summarized as follows:

Access Road Construction	$90,206
Rye Valley Overcrossing	$41,300
Reconstruction of Joint Signal & Communication Line	$92,012
Total Cost to State	$223,518

I should like to point out that the Railroad and State are closer to being in agreement than we have ever been in over five years of negotiation. In light of the fact that this section of highway is the worst portion of Interstate 80 in the United States, and that we intend to open bids for the project on December 18, 1969, we solicit your approval of this tentative agreement with the Union Pacific Railroad Company so that construction may begin as soon after the opening of bids as possible.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosures

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 1 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 28, 1969

I-80N-7(30)333
7352

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Photogrammetric Cross Sections
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
YOUR FILE: D 315-2-129
Project No. I-80N-7 (16) 327

Gentlemen:

To facilitate the computation of earthwork quantities on the above captioned projects, the State plans to use photogrammetric cross sectioning. These will be aerial photographs which will require the establishment of a number of premarks for horizontal and vertical ground control.

We request the right to place some of these control points on your right of way throughout the Burnt River Canyon. The markings will consist of a white cross approximately five (5) feet in maximum dimension laid flat on the ground. In the middle of the cross a steel pin will be driven flush with the ground and a one-inch cap set thereon. We understand these marks will not be set on the tracks, side slopes or off-track maintenance road or in any position that would be considered hazardous to your operations. We will coordinate our work with your La Grande Office and will solicit their advice prior to our occupying your property. These marks will be in place for the duration of construction, which is estimated to be at least two (2) years. The State will repair any damage done to your property that may result from the setting of these ground control points.

Please advise if this is acceptable to you as soon as possible since our ground control survey has already begun. Your cooperation in this regard will be sincerely appreciated.

TWL:ss

Very truly yours,

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe
L. H. Young
F. P. Jeter
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

10-27-69

PUX 758

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a new overcrossing and remove an existing overcrossing over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the Rye Valley Road Overcrossing Project in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 16, Township 13 South, Range 44 East, Willamette Meridian, Baker County, Oregon.)	APPLICATION NO.________________

Comes now the State Highway Commission and files its application in the above-entitled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant is State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under authority of ORS 366.205, ORS 763.040, and ORS 763.050.

III

That for the proper service, safety, and convenience of the traveling public, Applicant proposes to construct a new overcrossing structure and remove an existing overcrossing structure on the Rye Valley County Road over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee. The proposed structure and the existing structure are shown on Oregon State Highway Drawing No. 23604, titled Rye Valley Road Overcrossing, Weatherby - Lime Section, Old Oregon Trail Highway, Baker County, dated October 20, 1969, Bridge No. 9820, and Oregon State Highway Department Drawing No. 22740, titled

Vicinity Map and Profile, Railroad Overcrossing Bridge, Weatherby - Lime Unit, Old Oregon Trail Highway, Baker County, dated August, 1966, attached hereto and by this reference made a part hereof.

IV

Because of the terrain and relocation of the Old Oregon Trail Highway, an overcrossing is the only practical means for crossing the railroad tracks.

V

Upon completion the estimated annual average daily traffic on the Rye Valley County Road will be approximately 30 vehicles per day with an anticipated increase to 50 vehicles per day in 20 years. At the site of the proposed new overcrossing structure, there are 20 train movements per day.

VI

The proposed structure will have a total length of 170 feet consisting of a 55-foot reinforced concrete deck girder (poured-in-place) span and 60 feet and 55 feet prestressed concrete channel spans. The roadway width will be 26 feet curb to curb with a flared end at the easterly end. There will be no provision for pedestrian traffic. The centerline of the structure intersects the existing track at Highway Station "C" 4+92.38 POT equals Railroad Station 6242+79.28 POC with an intersecting angle of 71°10'5" located in the southwest quadrant. Provision has been made for a future track on the east side of the main or existing track and an off-track maintenance road on the west side.

VII

The following parties are affected by the proposed new structure: Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, and Baker County.

VIII

Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure including highway structures, the removal of an existing structure, and supervise the construction thereof.

(b) Utilizing State, County, and Railroad funds, finance the construction of said project. All expenses connected with the removal, protection, and replacement of signal and communication lines necessitated by the construction of the new overcrossing structure and the removal of the existing structure will be borne in accordance with the agreement between Applicant and respondent Railroad. The apportionment of costs for construction of the new overcrossing structure between the State, County, and Railroad should be as follows: Union Pacific Railroad Company, $40,800; Baker County, $6,000; Applicant, the balance necessary to complete the project. All other necessary expenses incurred by the Railroad other than their contribution to the cost of constructing the structure will be reimbursed to the Railroad with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, dated October 15, 1966, and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain all highway appurtenances east of the east end of the structure.

THINGS TO BE DONE BY RAILROAD:

(a) Contribute the sum of $40,800 toward the construction of the new overcrossing structure.

(b) Subject to reimbursement by Applicant under Federal regulations as set forth in Paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen, and flagmen services as may be necessary to protect railroad operations during the period of construction of the project. If necessary, remove and protect the signal and communication lines during the same period and replace in final location upon completion of construction and bear that portion of the cost as agreed upon between Applicant and respondent Railroad.

(c) At its own expense maintain the new overcrossing structure, the slopes beneath the structure, the railroad roadbed, and the railroad tracks with their appurtenances and other railroad facilities.

THINGS TO BE DONE BY COUNTY:

(a) Contribute the sum of $6,000 toward the cost of constructing a new overcrossing structure.

(b) Maintain all county road appurtenances west of the west end of the structure.

IX

That at all times during construction and after completion of the proposed structure, vertical and horizontal clearances will exceed the minimum standards set forth in the Public Utility Commissioner's rules.

X

That the proposed project is located in the Northeast Quarter of the Northeast Quarter (NE¼NE¼) of Section 16, Township 13 South, Range 44 East, Willamette Meridian, Baker County, Oregon.

WHEREFORE, Applicant prays for an order authorizing the construction of the new overcrossing structure, the removal of the existing overcrossing structure, and the allocation of costs thereof in accordance with the provisions of this application and for such other order or orders that may be proper in the premises.

Dated at Salem, Oregon this 27th day of October, 1969.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General & Chief
Counsel for the State Highway Commission

By Jack L Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

Ivan D Merchant
IVAN D. MERCHANT

Subscribed and sworn to before me this _______ day of ___________, 1969.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
OCT [illegible] 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 22, 1969

I-80N-7(30)333
7352

To: ~~Jack Sollis~~
P.U.C. & R.R. Section

BUILDING

SUBJECT: Rye Valley Rd. O'Xing of UPRR
Dixie Interchange
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Bridge No. 9820
FAP No. I-80N-7(16)327

On December 18, 1969, bids will be received for the construction of the Weatherby-Lime Section of the Old Oregon Trail Highway of which the subject structure is a part. A PUC Order is required for this structure and should be obtained as soon as practical. Mr. Tom Edwards has talked with the Public Utility Commissioner and he has assured him that he will expedite this matter as much as possible. We have been negotiating with the railroad regarding this overcrossing and have come to a verbal agreement which should eliminate any delay in obtaining the order.

We are attaching 12 prints of Drawings Nos. 22740 and 23604 which are the vicinity map and plan and elevation drawings, respectively. These drawings are intended for use as exhibits to accompany the application of the PUC Order.

The proposed structure is located in the NE quarter of the NE quarter, Section 16, T. 13 S., R. 44 E., W.M., Baker County, Oregon. The center line of the structure intersects the existing track at Highway Station "C" 4+92.38 POT equals Railroad Station 6242+79.28 POC with an intersecting angle of 71°10'05" located in the SW quadrant.

The structure is 170' long consisting of a 55' reinforced concrete deck girder (poured-in-place) span and 60' and 55' prestressed concrete channel spans. The roadway width is 26' curb to curb with a flared end at the easterly end. There is no provision for pedestrian traffic. The structural clearances around the tracks are as shown on Drawing No. 23604 and are equal to or greater then the PUC minimums. Provision has been made for a future track on the left side of the main or existing track and an off track maintenance road on the opposite side.

NOTED
TOM EDWARDS

The estimated average traffic on the overcrossing is approximately 30 with an anticipated increase to 50 vehicles per day in 20 years. The railroad movements at the site are 20 trains per day.

The overcrossing is to be constructed with State, county and railroad funds. Since the reconstruction of this overcrossing replaces the present structure which was built by the railroad and was in need of replacement and since the railroad required more tracks in this area than the present structure would allow with proper clearances, and the county required a change in alignment as well as more roadway width, the railroad has agreed to contribute $40,800, Baker County $6,000 and the State the balance of approximately $41,300. Any necessary expense incurred by the railroad in connection with the construction of the project above that of the railroad's contribution will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project the State should do the following things: Prepare plans and specifications, award a contract, and supervise construction. Upon completion of the project the State will maintain all highway appurtenances east of the end of the structure and the county will maintain all highway appurtenances west of the structure.

In this construction project the railroad should furnish preliminary engineering, watchmen and flagmen services to protect its operations during the construction period, remove and protect its signal and communication lines during the same period and replace them in their final position at the completion of construction.

Payment for the revision of the communication and signal line will be according to the compromise settlement as agreed upon by the railroad and State.

Upon completion of the construction the railroad will maintain the structure and slopes beneath the structure, the railroad bed and trackage at its own expense.

Please prepare an application for a PUC Order which will permit the construction of the subject structure.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:jf
cc: Tom Edwards
T. W. Litchfield

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OCT 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 24 19
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(30)333
7352

October 22, 1969

Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland, Oregon 97227

Attention: W. G. Johnson

Gentlemen:

Re: Rye Valley Rd. O'Xing of UPRR
Dixie Interchange
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Bridge No. 9820
FAP No. I-80N-7(16)327
Your File D 315-2-128

As a result of the decisions arrived at during the meetings on September 23, 24 and 25, 1969, held in the field with representatives of the State and the Union Pacific Railroad, we are proceeding to make our application for a PUC Order to construct the subject overcrossing. In order to expedite this matter we are attaching 4 prints each of Drawings Nos. 22740 and 23604 which are the vicinity map and plan and elevation drawings, respectively. These drawings will be used as exhibits attached to our application.

The clearances around the track are as shown on Drawing No. 23604 and exceed or are equal to the minimum requirements of the PUC. The clearances also provide for a future track on the left side of the existing track and room for an off track maintenance road on the opposite side. The center line of the structure intersects the center line of the existing track at Highway Station "C" 4+92.38 POT equals Railroad Station 6242+79.28 POC with an intersecting angle of 71°10'05" located in the SW quadrant.

NOTED
TOM EDWARDS

The structure is 170' long consisting of a 55' reinforced concrete deck girder (poured-in-place) span and 60' and 55' prestressed concrete channel spans. The roadway width is 26' curb to curb with a flared end at the easterly end. There is no provision for pedestrian traffic.

The overcrossing is to be constructed with State, county and railroad funds; it having been agreed upon that the railroad would contribute $40,800 toward the cost of the structure with the county paying $6,000 and the State paying the balance which is estimated to be approximately $41,300. Any necessary expenses incurred by the railroad in connection with the construction of the project above that of their contribution will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project the State should do the following things: Prepare plans and specifications, award a contract and supervise construction. Upon completion of the project the State will maintain all highway appurtenances east of the end of the structure. Baker County will maintain all highway appurtenances west of the end of the structure.

In this construction project the railroad should do the following things: Furnish preliminary engineering, watchmen and flagmen services to protect its operations during the construction period, remove and protect its signal and communication lines during the same period and replace them in final position at the completion of the construction. Payment for the revision of the signal and communication lines will be according to the compromise settlement as agreed upon by the railroad and State, i.e., State pays 80% and the railroad 20% of the costs. Upon completion of the construction the railroad, at their own expense and cost, will maintain the structure and the end slopes beneath the structure along with their roadbed and trackage.

After reviewing the attached prints will you please return 1 print each with your comments and approval noted thereon.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

TCR:jf
cc: Tom Edwards ✓
T. W. Litchfield
Jack Sollis

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STATE HIGHWAY ENGINEER

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OCT 6 1969

FOR FILING

I-80N-7(30) 333

7352

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1969

To: MEMO TO THE FILES

SUBJECT: UPRR-State Negotiations
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County

On September 23, 24 and 25, 1969, meetings were held in the field with representatives of the State and the Union Pacific Railroad Company at which time we examined all problems confronting us on these two projects.

Representing the UPRR were:

G. W. McDonald, Division Engineer
V. W. Wise, General Roadmaster
J. W. Hanson, Roadmaster
L. T. Webb, Signal Supervisor
W. W. Watson, Asst. Signal Supervisor
T. J. Scanlon, Public Projects Engineer
K. W. Workman, Engineer Inspector

Representing the Oregon State Highway Division were:

F. B. Klaboe, Assistant State Highway Engineer
H. S. Coulter, Division Engineer
L. V. Blickenstaff, Resident Engineer
H. M. Fillmore, Field Utilities Liaison Engineer
T. W. Litchfield, Utilities Liaison Engineer

Representing the Bureau of Public Roads was:

R. A. Nichols, Area Engineer

Significant points were brought out at this meeting in which it was made clear that the State expected the Railroad to participate financially in the construction of the Railroad's access road and the Railroad insisted that there be continuous access, not necessarily adjacent to their tracks, from Nelson Point to Lime. The typical section will be as shown on the attached sketch except that through cut areas there will be no ditch and the back slope will parallel the existing cut slope.

With regard to the locked gate accesses, which have been discussed at length previously, the Railroad was willing to forego all of these access points in exchange for a continuous access road with the understanding that the State would perform the grading for the access road at State expense. The Railroad tentatively agreed to bear the following costs required by the construction of the access road: (1) construct the bridges over Burnt River; (2) bear the protective costs; (3) extend their existing culverts; (4) extend our 96-inchstructural plate pipe at EB Station 218+40, which drains toward the Railroad.

The construction of the access road is being investagated as follows:

Station	to Station	Remarks
1429	105	Build road on North side of tracks from waste material and clean out rock points at Stations 1455 and 1465.
105	116	Build road along North side of channel change adjacent to highway fill.
116	178	Build road along North side of tracks from waste material and use old highway where possible.
178	230	Use old highway.
230	231	Cross tracks and river to South side. Railroad will build track crossing and bridge over river and connect to Gales Public Road.
231	271	Use Gales Public Road.
271	334	Use existing access roads and connect to Weatherby Interchange.
334	335	Railroad to build bridge across river and to connect to old highway.
335	365	Build road on North side of tracks not necessarily adjacent to tracks.
365	410	Obtain permission for UPRR to use existing private road through Dyer property, R/W File 37110, and connect to Jordan Creek Interchange.
373	384	A large waste area is available but to be used only if necessary. Access to the Railroad as presently exists is adequate.
384	385	Leave existing highway bridge in place for use by Railroad.
385	411	Build access road on North side of tracks on Railroad property but across the top of Railroad cuts and connect to Jordan Creek Interchange. This road is also to be used by Idaho Power Company in lieu of a locked gate near Station 373.
411	507	Build road on North side of tracks, Railroad to build bridges over River near Stations 412, 445 and 456.

Station to	Station	Remarks
507	521	Use old highway for access road. Leave existing highway bridge near Station 520 for use by Railroad.
521	539	Railroad to construct crossing over tracks, State to construct access road from Rye Valley Road both to the West and to the East. This will connect to Dixie Interchange.
539	540	Railroad to build a bridge over the river and crossing over the tracks.
540	620	Access road to be build on North side of Railroad with waste material. Railroad to build bridge near Station 605.

Mr. Fillmore has just completed a survey of all the existing off-track maintenance roads throughout this area. This information has been given to Mr. Fred Eriksen of the Design Division who will proceed to connect up their existing road with our proposal. Some of these existing portions will diminish the amount of road proposed in the above summary. The access road will be investigated on the basis that it will be minimum construction and that waste material will be used if available, but costs will be estimated on the basis of the construction of a minimum type, all weather road.

The Railroad has also proposed that the State bear the expense of driving four (4) piles at each bridge site. Our Bridge Division's estimate for this work is $200 per pile, or $5600 for the 28 piles needed. This point is still negotiable, however.

With regard to the Rye Valley Overcrossing, the Railroad has agreed to contribute $40,800 toward the cost of the structure. (See my letter to UPRR dated May 28, 1969.) They also will probably accept maintenance of the structure, since the County is adamant in their position to not accept maintenance. The County has tentatively agreed to contribute $6,000 toward the cost of the structure. I now feel that we may proceed with preparation of the PUC application and design of the structure on the following basis: Loading-HS 20-44;Roadway width-26 feet (see my letters to UPRR dated April 1, May 28 and June 17, 1969), and length-170 feet; Angle of intersection of road and track centerlines-approximately 71° to provide better alignment with existing Rye Valley Road; Cost to be shared:-Baker County-$6000, UPRR-$40,800, State-Balance (approximately $41,300) with Federal-aid (probably not Interstate participation); maintenance to be responsibility of UPRR.

With regard to the adjustment of signal and communication lines, we have tentatively agreed on a compromise settlement. In my letter to the Railroad dated August 8, 1969, I indicated that if the State were to require the construction of six miles of temporary line, and the total length of line to be constructed were 10.55 miles, the State would bear $\frac{6}{10.55}$ or 56.87% of the total cost of the joint signal and communication line. It can be justified, however, that the State's construction will require the relocation of 7.05 miles of Railroad signal and communication lines. On this basis the State would be responsible for $\frac{7.05}{10.55}$ or 66.82% of the total cost of the relocation. The Railroad indicated that they would bear the cost of 12 1/2% of the total relocation since the new construction would require 40 poles per mile while the existing construction requires 35 poles per mile. The Railroad would bear the cost of the additional poles, or 1/8 of the total cost. As a compromise offer I suggested the Railroad and State agree upon sharing the cost on an 80%-20% basis. The estimate submitted with the Railroad's letters dated July 8 and July 18, 1969 indicated the total cost would be approximately $140,065. Therefore the cost would be split State $112,052 (80%), UPRR $28,013 (20%).

Mr. Eriksen has been requested to prepare a plan, profile and estimate of cost for the construction of the access road. Upon its completion we will be able to determine if it is economically feasible to pursue the plan as outlined. It now appears the Railroad is willing to deal, and we should press this matter to a conclusion. I feel, therefore, that this should be given the highest priority so that we may give the Railroad a positive answer at an early date regarding our willingness to construct the access road and to participate as indicated in other railroad costs.

F. D. Morgan
Construction Engineer

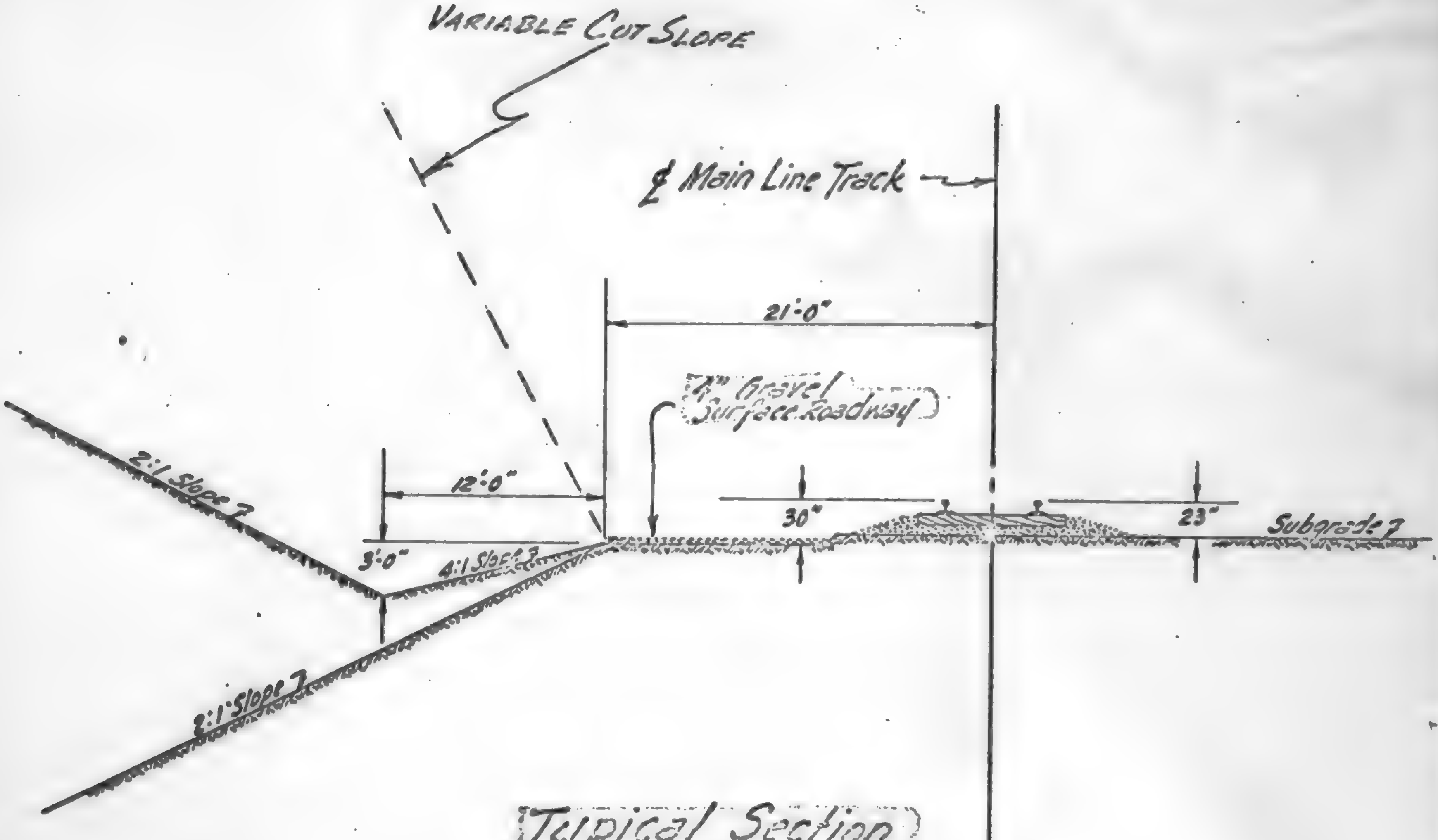
By:
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure

cc: R. E. Simpson
F. B. Klaboe
H. S. Cox
L. H. Young
D. J. Barbee
D. H. Moehring
I. D. Merchant
Jack Sollis
H. S. Coulter
H. M. Fillmore
H. W. Snell

D-848-14

D-848-14



Typical Section

OREGON-WASH. RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD COMPANY (LESSEE)

MP 372.5 - MP 384.0 Main Line
Nelson to Lime, Oregon

Typical Section of Proposed Off-Track Equipment Roadway in Connection with Construction Of Interstate Highway 80N.

Office of Div. Engr. Scale: 1" = 10'
Albina, Oregon Sept. 12, 1969

Form FHWA-121 [illegible]

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OCT 1969

UNITED STATES GOVERNMENT

Memorandum

FOR FILE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 30, 1969

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

~~I-80N-7(30)333~~

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

7302

Moehring

SUBJECT: Oregon Project I-80N-7(17)333
Weatherby-Lime
Settlement - File No. 37110, Dyer-Kanyid

The report of settlement on this case indicates that the owners will receive monetary consideration in lieu of the State constructing certain irrigation facilities. The payment in lieu of providing these facilities was calculated at $9078 which is the amount of the construction cost estimate. The offsetting damages were calculated in 1962 during the liaison study. When compared against the current construction cost estimate the damages exceed the cost thereby indicating the facilities are justified.

However, considering the period of time which has elapsed since the study and the fact that the figures were merely estimates we think the damages should be supported by an appraisal. In order for us to determine if $9078 is a proper amount in which to permit the participation of Federal funds please have Mr. Thomas revise his appraisal on the basis of providing or not providing the irrigation facilities.

Orig to
Moehring
10-2-69

NOTED
F. B. KLABOE

RECEIVED
OCT 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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AUG 11 1969
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1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(30)333

1352

August 8, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: UPRR - State Negotiations
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327
YOUR FILE: D 315-2-129

Gentlemen:

On August 4, 1969, Mr. Fred Eriksen, Designer and the undersigned met with your Messrs. McDonald, Welk and Scanlon and discussed the communication and signal line adjustment, the disposition of waste material, locked gate accesses and the allocation of costs of the Rye Valley Overcrossing which have been the subjects of considerable correspondence between us in the past.

With your letters dated July 8 and July 18, 1969, you submitted estimates for signal and communication line adjustments as we had previously requested. The estimates submitted with those letters indicated proposed temporary adjustments of signal and communication lines through nine (9) different segments of these two above named projects. We concur in the need for the relocation as proposed in all locations except that between your M. P.'s 381.2 and 383.55. It appears to us that the relocation proposed here is excessive and beyond the requirements of the project, since the lines through a great portion of this area should not be endangered from blasting. It is possible that some of this proposed relocation of 2.35 miles is intended to accommodate the disposition of waste material which could be placed between the existing highway and railroad. We advised your people that we cannot consider moving any pole line at State expense purely to accommodate the placing of excess material. All arrangements for the placing of excess material must be made by the State's contractor with the owner of the property on whose land the material is to be placed. If the adjustment of any pole line is required, it will be up to the contractor to make his own arrangement with the Railroad.

With regard to the proposal contained in your July 8 letter of reconstructing both the signal and communication lines from Nelson Point to Lime on a single set of poles along the southerly side of your track, we indicated to your representatives that we could not justify paving for the entire length of their reconstruction since there are about four miles of the 10.55 miles of reconstruction proposed that would not be required by State construction. Therefore, we propose that the State and Railroad share the total cost of reconstruction as follows:

$$\frac{\text{Length of Temporary Relocation Required by State's Construction}}{\text{Total Length of Joint Signal and Communication Line Constructed}} = \text{State's Share}$$

The remainder would be the UPRR share.

If the State requires the construction of six miles of temporary line, then the State would pay $\frac{6}{10.55}$ or 56.87% of the total cost of construction of the joint signal and communication line. On the basis of your July 8 estimate this would be 56.87% of $115,015, or $65,409. The UPRR share would be the difference, $49,606. In addition, the State would be willing to pay for the protective personnel required to protect the lines while blasting was being performed by our contractor. We would not bear the expense of a signal maintainer during the course of construction activities which were not involved in blasting, such as excavation of common materials not endangering railroad facilities, the placing of surfacing and paving materials, guard rail, and other miscellaneous construction activities not endangering the wire lines.

With regard to the disposition of waste material and the placing of same on railroad property, we are enclosing herewith four (4) prints of our encroachment maps and cross sections showing how these waste areas could be developed. We have not included in our study the development of any waste areas on the southerly side of your tracks, since we feel the protective services you would require at any haul road crossing would be of such a cost that the utilization of such areas would be uneconomical. Before we can consider placing waste materials in any of the areas on Railroad property, we must know your requirements of occupancy. These requirements will be passed on to the contractor, and it will be up to him to make his arrangements with you to satisfy those requirements. The State will not guanantee that any or all of these waste areas will be utilized, but we will show them on the plans as areas available for the contractor's use and will advise the contractor of hisobligations if he uses them. Please review the enclosed material and advise how you wish this matter handled.

With regard to the locked gate accesses, we reviewed briefly the plans submitted to you with our letter of April 8, 1969. The location and number of accesses has been discussed and documented in previous correspondence. Your Mr. McDonald indicated to us that he would accelerate his review of these accesses and respond to our April 8 letter in the near future.

With regard to the Rye Valley Overcrossing at the Dixie Interchange, in your letter of July 15, 1969 you requested us to review our Bridge Drawing No. 23604 and arrange for adjustment of the pier on the northerly side of the track so that it will not block the future railroad ditch line. This will be done, but first we must agree upon a sharing of the cost of this structure . You also request confirmation of your presumption that Baker County will assume the responsibility for future maintenance. This matter has been presented to the County but they have not made a decision at this time.

Upon completion of your review of this material, I suggest that a field conference be arranged some time in the early part of September so that we may resolve any questions which you may develop in your current review. To assist in your study, I am enclosing one print each of Parts 3, 4, 5, 6 and 7 of the Uncontrolled Mosaic of the Oxman-Benson Creek Section, as requested by your Mr. McDonald.

Bids will be opened for these projects on January 29, 1970, and it is essential that we reach agreement for their construction before the end of this year.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosure

cc: R. E. Simpson
F. B. Klaboe
H. S. Cox
L. H. Young
D. J. Barbee
I. D. Merchant
D. H. Moehring
Jack L. Sollis
H. S. Coulter
H. M. Fillmore
H. W. Snell

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AUG 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7-14-69

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JUL 22 1969
FOR FILING

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	I-80N-7(16)327
SECTION:	BUBBS RANCH-WEATHERBY & WEATHERBY-LIME
WORK:	POWER LINE RELOCATION
COUNTY:	BAKER

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON
I-80N-7(36)333

FROM: 7352
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
----	JULY 9, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

○ CONSTRUCTION - ADVERTISE FOR BIDS.
○ RIGHT OF WAY.
○ OTHER (SPECIFY).
☒ UTILITY ADJUSTMENT.
○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

We approve the agreement with Idaho Power Company consisting of your February 10th and 21st and March 31, 1969 Utilities and Railroad Attorney's letters, the Idaho Power Company's letter and the plans and estimate furnished by Mr. Litchfield's July 1, 1969 letter.

Reimbursement on an actual cost basis estimated to be $62,876.00 is approved.

Receipt of Mr. C. E. Payton's May 23, 1968 and Mr. H. M. Fillmore's February 10, 1969 affidavits of the company's property rights is acknowledged.

Our Program Memorandum dated March 2, 1965 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project, effective on that date. You are now authorized to proceed with actual adjustments for the above mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated February 14, 1969 and PPM 30-4.1 dated November 29, 1968.

OFFICE USE
Young
7-18

RECEIVED
JUL 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 14, 1969	For R. E. SIMPSON	DIVISION ENGINEER

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JUN 1[illegible] 1969

1859

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-7(30)333
7352

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 17, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Estimates for Rye Valley Rd. O'Xing
Dixie Interchange
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327
YOUR FILE: D 315-2-129

Gentlemen:

In a telephone conversation with the undersigned, your Mr. G. M. Tabor requested further information and a breakdown of the $6,000 indicated in our letters of May 28 and April 1, 1969, which is to be borne by the County.

The $6,000 figure originated with our original proposal for a 32 foot wide structure. This was the result of a determination of the additional cost if the structure were built on a skew to better align with Rye Valley Road. Although the width of the structure was reduced from 32 feet to 26 feet, the amount of the County's contribution was held at $6,000 on the basis that it would be a ceiling amount contributed by the County. Therefore insofar as the estimate submitted to you on April 1 and May 28, 1969, the $6,000, is an arbitrary figure based on our original design beyond which the County will not be asked to contribute.

In order to better protect both the Railroad and the State, it may be desirable to agree upon a percentage of the actual cost to be borne by each party rather than a precise dollar value. Based on the estimates attached to our May 28 letter, the allocation of cost can be made as follows:

County Share = $6,000

Railroad Share $\frac{\$40,800}{\$89,600-\$6,000}$ = 49% of Actual Cost Less $6,000

State Share $\frac{\$42,800}{\$89,600-\$6,000}$ = 51% of Actual Cost Less $6,000

We feel the material transmitted to you with our May 28 letter satisfactorily provides the breakdown you require for your study and concurrence in our proposal.

Please do all you can to expedite this matter. As you know, we hope to contract the work this fall.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: Mr. R. E. Simpson
F. B. Klaboe
H. S. Cox
L. H. Young
D. J. Barbee
I. D. Merchant
D. H. Moehring
Jack L. Sollis
H. S. Coulter
H. M. Fillmore
H. W. Snell

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JUN 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 - 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(30)333
7352

May 28, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Estimates for Rye Valley Rd. O'Xing
Dixie Interchange
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327
YOUR FILE: D 315-2-129

Gentlemen:

In recent conversations with your representatives we have been advised that you may now be in a position to accept our proposal for the allocation of the cost of reconstructing the above captioned overcrossing of your tracks. They also indicated that they would like to see a detailed breakdown of our estimates contained in our April 1, 1969 letter.

Attached you will find four (4) copies each of two (2) estimates, one for the 165 ft. x 26 ft. structure estimated to cot $89,600, the other estimate is for a 66 ft. x 26 ft. structure estimated to cost $42,800. The allocation of cost as set forth in our April 1 letter is reiterated below:

Total cost of 165 ft. x 26 ft. structure =	$89,600.00
Cost to be Borne By State:	
Cost of Replacing Existing H-10 Structure with a Modern H-20 Structure 66 ft. long and 26 ft. wide =	42,800.00
Cost to be Borne By County: Cost of the additional length to provide better alignment with Rye Valley Road =	6,000.00
Balance to be Borne by Railroad: Cost of the additional length required to accommodate future tracks and off-track maintenance road =	40,800.00

This should supply you with information you need to consumate our agreement on this matter.

TWL:ss

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

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MAY 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

cc: R. E. Simpson
F. B. Klaboe
H. S. Cox
L. H. Young
D. J. Barbee
I. D. Merchant
D. H. Moehring
Jack Sollis
A. F. Parson
H. M. Fillmore
H. W. Snell

cc: Hon. Judge Lloyd Rea-Baker County
L. James Bergmann, UPRR

(All cc's with copy of Estimate)

(1

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name Rye Valley Rd. O'xing. County Baker Bridge No. 9820
Section and Station Weatherby - Lime Highway Old Oregon Trail
Estimate Made By Wood Date 5-23-69 Checked By ____ Date ____
Description 53' RCDG - 59' & 53' Prestressed Channels (165' total length
26' Rdwy. - 2 tube rail

Estimate From (Strike out the ones which do not apply)
~~No plans~~
Sketch
~~Completed plans; Drawing No.~~ Preliminary Plans

Calculation Book No. ____ Loading HS20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	1,50
Structural Excavation	Cu.Yd.		-	540	5^{00}	2,70
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling 10BP42	Lin.Ft.		-	216	4^{50}	972
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-	6	85^{00}	510
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu.Yd.	128	94	222	75^{00}	16,65
Concrete	Cu.Yd.		-			
Metal Reinforcement	Lbs.			55,000	0.14	7,70
Lumber	F.B.M.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail # 23610	Lin.Ft.	-		330	15^{00}	4,95
Metal Parapet Rail #	Lin.Ft.	-				
Precast-Prestressed Channels (53')	Lin.Ft.			318	34^{00}	10,81
" " " (53')	"			106	44^{00}	4,66
" " " (59')	"			354	34^{00}	12,03
" " " (59')	"			118	44^{00}	5,19
Asphalt Surface	Sq.Yd.			520	4^{00}	2,03
RR Costs	All					2,00
				-		
Removal of old Bridge	All	-	-	-	-	3,00
Maintenance of Traffic	All	-	-	-	-	

Subtotal 74,76
Plus 20 ± Per Cent For Engineering & Contingencies 14,63
TOTAL COST $ 89,60

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name Rye Valley Rd. O'xing. County Baker Bridge No. 9820
Section and Station Weatherby - Lime Highway Old Oregon Trail
Estimate Made By Wood Date 5-23-69 Checked By ____ Date ____
Description 53' RCDG - 59' & 53' Prestressed Channels (165' total lengt
26' Rdwy. - 2 tube rail

Estimate From (Strike out the ones which do not apply)
~~No plans~~
Sketch
~~Completed plans; Drawing No.~~ Preliminary Plans

Calculation Book No. ____ Loading HS20-44

ITEMS	UNIT	QUANTITIES Substruct.	Superstruc.	Total	COST Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	1,50
Structural Excavation	Cu.Yd.		-	540	5.00	2,70
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling 10BP42	Lin.Ft.		-	216	4.50	972
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-	6	85.00	510
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu.Yd.	128	94	222	75.00	16,65
Concrete	Cu.Yd.		-			
Metal Reinforcement	lbs.			55,000	0.14	7,70
Lumber	F.B.M.					
Structural Steel	lbs.					
Structural Steel	lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail # 23610	Lin.Ft.	-		330	15.00	4,95
Metal Parapet Rail #	Lin.Ft.	-				
Precast-Prestressed Channels (53')	Lin.Ft.			318	34.00	10,81
" " " (53')	"			106	44.00	4,66
" " " (59')	"			354	34.00	12,03
" " " (59')	"			118	44.00	5,19
Asphalt Surface	Sq.Yd.			520	4.00	2,03
RR Costs	All					2,00
				-		
Removal of old Bridge	All	-	-	-	-	3,00
Maintenance of Traffic	All	-	-	-	-	

Subtotal 74,7
Plus 20 ± Per Cent For Engineering & Contingencies 14,[illegible]
TOTAL COST $ 89,[illegible]

(2

OREGON STATE HIGHWAY DEPARTM
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name Rye Valley Rd. O'xing. County Baker Bridge No. 9820
Section and Station Weatherby - Lime Highway Old Oregon Trail
Estimate Made By Wood Date 5-23-69 Checked By ____ Date ____
Description 66' Precast Prestressed Channel Span on steel pile end bents. 26' Roadway

Estimate From (Strike out the ones which do not apply)
~~No plans~~
Sketch
~~Completed plans; Drawing No.~~

Calculation Book No. ____ Loading HS20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	500
Structural Excavation	Cu.Yd.		-	70	5^{00}	350
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling 12 BP 53	Lin.Ft.		-	350	5^{00}	1,750
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-	12	85^{00}	1,020
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu.Yd.			53	75^{00}	3,975
Concrete	Cu.Yd.		-			
Metal Reinforcement	lbs.			8,000	0.14	1,130
Lumber	F.B.M.					
Structural Steel	lbs.					
Structural Steel	lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail # 23610	Lin.Ft.	-		130	15^{00}	1,950
Metal Parapet Rail #	Lin.Ft.	-				
Precast-Prestressed Channels (66')	Lin.Ft.			396	34^{00}	13,46
" " " (66')	" "			132	44^{00}	5,80
Asphalt Surface	Sq. yd.			190	4^{00}	760
RR Costs						2,000
				-		
Removal of old Bridge	All	-	-	-	-	3,0
Maintenance of Traffic	All	-	-	-	-	

Subtotal 35,6[illegible]
Plus 20 ± Per Cent For Engineering & Contingencies 7,1[illegible]
TOTAL COST $ 42.500

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MAY 22 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7352

May 21, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Locked Gate Accesses
Bubbs Ranch-Weatherby &
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County

Gentlemen:

Please refer to your letter dated September 27, 1968, which, among others, approved locked gate accesses opposite Stations 228 and 357 on this project for the joint use of Union Pacific Railroad Company, Idaho Power Company, Chevron Pipe Line Company, El Paso Natural Gas Company and Pacific Northwest Bell Telephone Company.

In addition to these accesses a locked gate is needed on the northeasterly side of the highway opposite Station 239 to be used by El Paso Natural Gas Company, Chevron Pipe Line Company, Pacific Northwest Bell Telephone Company and Idaho Power Company.

This matter has been reviewed in the field by your Mr. Nichols and our Mr. Fillmore. It has been agreed that the utilities have a property right, and this is the most practical access to the area.

Your approval of this locked gate access as detailed above is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
V. E. Skoog
D. J. Barbee
A. F. Parson
H. M. Fillmore

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MAY 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

R[illegible]
MAY [illegible] 1969

Memorandum

~~FOR FILING~~

I-80N-7(30)333

73521

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 7, 1969

In reply refer to: 08-35-EC/400.1

Copy 'No Hearing' file

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

KLABOE

SUBJECT: Oregon Project I-80N-7( )327
Bubbs Ranch-Weatherby Section and
I-80N-7( )333
Weatherby-Lime Section
Old Oregon Trail Highway, Baker County
Public Hearings

I concur that additional hearings are not required on the subject projects, due to the stage to which the development has advanced.

The approval of interchanges and the preliminary plans are considered to constitute design approval; therefore, further action is not required at this time.

5-13-69

Young
By Asst. State Hwy. Engr.

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MAY 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 25 1969

FOR FILING

[illegible]
I-80N-7(36)333
7352

April 24, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Bubbs Ranch-Weatherby Section
Project No. I-80N-7( )327 and
Weatherby-Lime Section Project
No. I-80N-7( ) 333 Old Oregon
Trail Highway, Baker County

Dear Sir:

We hereby request your concurrence that additional hearings are not required and we also request your design approval of the subject projects which are scheduled for our November 6, 1969 contract bid opening according to the Oregon State Highway Department Schedule of Contract Lettings, issue April 15, 1969. The requests are based on the following information:

1. A public hearing on the Hill Creek-Benson Creek Section of which the two projects are a part of has been held and a letter accompanied with copies of all correspondence on this matter along with a transcript of the hearing was forwarded to you on November 22, 1961.

2. Right-of-way acquisition, accomplished under Project No's. I-80N-7(14)327 and I-80N-7(17)333, is 100% complete.

3. Interchange layouts are approved according to the following tabulation:
   - (A) Nelson Intch. by G. R. Brooks February 25, 1964.
   - (B) Weatherby Intch. by D. H. Emrich April 20, 1961.
   - (C) Jordan Cr. Intch. by G. R. Brooks May 9, 1967.
   - (D) Dixie Intch. by G. R. Brooks April 26, 1968.

4. Road plans for the subject projects were submitted for your review July 7, 1967 and July 5, 1966 respectively.

5. Utility adjustment work has progressed under Project No. I-80N-7(16)327.

In view of these facts and that all actions took place while PPM-20-8(1) was in effect, and its requirements were compiled with, we are of the opinion that additional hearings are not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:aw

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

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APR 2 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-7(30)333
7352

NO.
F.B. KLABOE

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 1, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Rye Valley Road Overcrossing
Dixie Interchange
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327
YOUR FILE: D 315-2-129

Gentlemen:

This is in reply to your letter of March 6, 1969 wherein you submit that the State is unreasonable by not agreeing to reconstruct this overcrossing at public expense as a portion of the Interstate Project.

The State cannot accept the position of the Railroad and agree to provide, at totally public expense, a new overcrossing structure of a much higher quality and greater length to accommodate future needs of the Railroad. Our position regarding the division of cost and the obligations of the Railroad and State were set forth in our letter of October 15, 1968. Inasmuch as this structure does not have to be rebuilt to connect to the proposed Dixie Interchange, the State has no obligation to participate in the cost of reconstruction with Interstate funds. The resolution of this problem lies solely between Baker County and the Union Pacific Railroad Company. The State is merely acting as a catalyst to bring this matter to a satisfactory conclusion for all parties concerned.

Since it is imperative for the construction of this project to proceed without further delay, we have reconsidered this matter and submit herewith a proposal we feel to be exceedingly generous with an eye toward avoiding time consuming litigation and reaching an amicable solution to this problem. The proposal contained in our letter of October 15, 1968 was based on a structure with a 32-foot roadway. We have revised our estimate to reflect the cost of a structure with a 26-foot roadway. On this basis the State is reluctantly willing to recommend that the Commission authorize the expense of replacing a structure similar in length to that proposed by the Railroad in 1956. Your structure proposed then was 22-foot wide and 63-foot long. Our replacement structure would be a concrete structure 66-foot long and 26-foot wide with the cost estimated to be $42,800.

Union Pacific Railroad Company
April 1, 1969
Page 2

The plan submitted to you with our October 15 letter was for a 165 foot x 32 foot structure estimated to cost $107,200. A similar structure with a 26-foot roadway would cost an estimated $89,600. Since the angle of crossing would be less than 90 degrees, the County has tentatively agreed to contribute $6,000 toward the cost of a new structure to cover the additional length required to afford a better alignment with the Rye Valley Road.

We propose, therefore, that the cost of the structure be allocated as follows:

The State to bear $42,800 - the cost of replacing the existing H-10 structure with a modern H-20 structure.

The County to bear $6,000 - the cost of the additional length required to provide alignment with Rye Valley Road satisfactory to the County.

The Railroad to bear $40,800 - the cost of the additional length required to accommodate future tracks and off track maintenance road.

Please understand that the State, by making this offer, in no way admits any obligation to participate in the cost of rebuilding the existing structure. This offer is made in the spirit of compromise to attempt to reach agreement with you so that we may proceed with the construction of this last remaining link of I-80N.

In your letter of March 6 you indicate that the other items mentioned in our letter of October 15, 1968 could be accelerated if we would furnish up to date cross sections and encroachment maps which conform to our latest plans. You also request more information regarding the proposed locked gate accesses to your property. This information is now being revised and will be transmitted to you in the near future. In the meantime we would appreciate a reply to our letter of February 11, 1969, and the material transmitted therewith.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe (w/copy of UPRR letter)
R. E. Simpson "
H. S. Cox "
L. H. Young "
D. J. Barbee "
I. D. Merchant "
D. H. Moehring "
Jack Sollis "
A. F. Parson "
cc: Honorable Judge Lloyd Rea-Baker County
L. James Bergman - Union Pacific Railroad Company
H. M. Fillmore "
H. W. Snell "

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APR 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

[illegible] NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 6, 1969

File Ref. D 315 - 2 - 129

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
RECEIVED
MAR 10 1969
CONSTRUCTION
DIVISION
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Dear Sir:

Please refer to your letter of October 15 and subsequent correspondence and discussions relating to State's plans to reconstruct to Interstate standards the Old Oregon Trail Highway between Durkee and Lime, Oregon.

At meeting held on October 30 in office of Baker County Judge Lloyd Rea in Baker, Oregon, scheduled per your letter of October 15, Railroad representatives were informed that the State felt its obligation with respect to the Rye Valley overcrossing ended at the Railroad right of way line. As a consequence, the State should not be expected to secure the Bureau of Public Roads' approval in financing replacement of the overcrossing with Federal-aid funds.

Under the circumstances we feel the State is being unreasonable in not including reconstruction of the overcrossing at its expense. State's project calls for an exit ramp from the eastbound freeway lanes at this point and also calls for construction of its freeway so the overcrossing will handle traffic exiting from westbound lanes of the freeway. If ingress and egress to the freeway are to be provided at this point, a crossing of the Railroad's tracks is essential to State's project. In view of these facts, we will appreciate the State reconsidering its position and advising of its intent to reconstruct the existing overcrossing with public funds.

The other items discussed in your October 15 letter are still under consideration. However, as verbally informed recently, our review of State's plans could be accelerated if you would furnish up-to-date cross-sections and an encroachment map prepared to conform with State's latest plans. It also would be appreciated if you will furnish State's proposal for parking areas to accommodate railroad vehicles at the access points and profiles on the railroad access roads. It is my understanding that Highway Department engineers have made some investigations regarding these items.

With this information we will be in a better position to advise regarding approval of State's plans. Our review still is being progressed, however, particularly with respect to disposition of the Railroad's signal and communication pole line facilities per your letter of February 11.

Yours very truly,

cc: Hon. Judge Lloyd Rea
Baker County
Baker, Oregon

RECEIVED
MAR 13 1969
FOR FI S

I-80N-7(30) 333
7352

March 12, 1969

2759

Mr. Harland E. Langley
Route 1, Box 3
Huntington, Oregon 97907

Dear Mr. Langley:

Reference is made to your letter of February 28 in which you requested that the State Highway Department reconstruct the "Dixie Creek access" overcrossing as a part of the reconstruction of the Weatherby-Lime Section of the Old Oregon Trail Highway.

The present structure over the Union Pacific Railroad was constructed by the Railroad in cooperation with Baker County. It is not on the State Highway System; therefore, we do not have jurisdiction. The State Highway Department has tried to obtain cooperative funds from Baker County and the Union Pacific Railroad which would allow reconstruction of this structure by the Department along with the improvement of the Old Oregon Trail Highway. However, to date, this has not been successful.

We are continuing our efforts with the County and the Railroad in the hope that this structure will be reconstructed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - K2759
D. J. Barbee
H. S. Cox
A. F. Parson - Enc.

GCW:jp srb

Huntington Oregon
2-28-69
97907

Forest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon.

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
RECEIVED
REFERRED TO
MAR
BY DEPUTY STATE HIGHWAY ENG
DESIGN
DIVISION
8496
Wills
Hackleman
Scott
R. Olson
Carstensen

Dear Mr. Cooper:

I am writing to you in regards to the proposed construction of Highway 80N between Baker and Ontario, specifically this request is in reference to an access and crossing at the Dixie Creek access at approximately mile post 374 on the proposed highway 80N between Weatherby and Lime in Baker County.

As a landowner adjacent to this area, I would like to request the following:

The rebuilding of overpass over the Union Pacific Railroad in place of re-routing the new access as is proposed. I make this request on the following basis:

"The proposed new routing would be directly across the Union Pacific tracks forming an open crossing which could prove injurious to man or beast from now on. This open crossing will, in turn, affect the daily runs of the school buses, the mail route and general traffic as a whole.

Also in this area the railroad make a gradual turn which will impair the vision of the open crossing whereby the present crossing is a bridge which runs above the tracks and the people of our area feel that if this bridge was to be re-built it would prove far safer than the proposed route, not only for our generation but for future generations.

On behalf of the above correspondence we sincerely hope you will take this into consideration.

Respectfully yours,

Harland C Longley
Rt. 1, Box 3
Huntington Oregon
97907

RECEIVED
MAR 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1968
FOR FILING

I-80N-7(30)333
1332

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1968

To: MEMO TO THE FILES

SUBJECT: Rye Valley Road Overcrossing of UPRR
Dixie Interchange
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County

On October 30, 1968, a meeting was held in the Baker County Court House in the office of the County Judge at which the above-captioned subject was discussed with County and Railroad representatives.

Representing Baker County were:

Mr. Lloyd Rea, County Judge
Mr. D. L. Best, Roadmaster
Mr. J. M. Himmelsbach, District Attorney

Representing the Union Pacific Railroad Company were:

Mr. G. M. Tabor, Public Projects Engineer
Mr. L. T. Monaco, Land and Tax Agent

Representing the Oregon State Highway Department were:

Mr. H. S. Coulter, Asst. Division Engineer
Mr. M. C. Holmes, Engineer Asst. - County-City Division
Mr. H. M. Fillmore, Field Utility Liaison Engineer
Mr. T. W. Litchfield, Utilities Liaison Engineer

NOTED
F.B. KLABOE

The purpose of this meeting was to discuss with the County and Railroad people the proposals set forth in my letter to the Railroad dated October 15, 1968. The first matter discussed was the reconstruction of the Rye Valley Railroad Overcrossing. In my letter of October 15 I indicated that the Railroad should bear approximately 80% of the cost of building the new structure. The Railroad indicated that they had not had sufficient time to study the letter and that their official position had not been established. Mr. Tabor indicated the recommendation his office would make to his superiors was that the Railroad bear no more than 10% of the cost of the structure. The reasoning behind this is found in PPM 21-10 which states the liability assigned to the Railroad when a grade crossing is eliminated by the construction of an overcrossing is 10% of the cost of the overcrossing structure. The Railroad further stated that there is no agreement covering the construction of the original structure, and insisted that since the structure had been built voluntarily by the Railroad, they felt no further responsibility than to maintain the existing structure. When asked if the Railroad would rebuild the structure if the existing structure should fail, they indicated that they might, but would not guarantee it. It was thought by Railroad and County people that both parties might be considered liable for a loss resulting from failure of the existing bridge. The Railroad seems to feel that because there is no document spelling out the terms under which the existing structure was built and is to be maintained, any new structure should be proposed on its own merit without regard to property rights at the location.

It was explained that we have three courses of action we may pursue to resolve this problem: (1) construct a new structure across the Railroad which will accommodate modern traffic, (2) construct the grade crossing for heavy traffic only as shown on current preliminary plans, or (3) construct neither, but compensate the properties having a legal right to use the grade crossing near Highway Station 489 for their loss of access, and close that grade crossing.

This matter was discussed with representatives of the Bureau of Public Roads on November 6, 1968. There is some serious question as to the propriety of using federal funds for the construction of this bridge, but there is the possibility of receiving federal-aid for a portion of the structure. It would seem logical that Railroad, County and State should all be expected to share the cost of this construction. The Railroad should bear the major share of the cost, however. It appears that an agreement should be made with the County wherein they will agree to bear a portion of the cost equal to the additional length of structure required by an angle of crossing other than the right angle which presently exists. The agreement should also provide that the County will reopen the 1956 PUC Hearing and push this matter to a conclusion. If the PUC should assess a share of the cost to the County in excess of the amount above set forth, the State would bear the additional expense subject to some possible further negotiations with the Bureau of Public Roads.

The Bridge Division is in the process of determining the cost we might assess the County and then the County should be approached as outlined above. We do not expect the Railroad to reply to our letter before January 1, 1969, so we cannot make any more positive steps until their position is known. However, some of these other discussions with the County can be held so that as soon as the Railroad replies we may immediately take appropriate steps with the County and the PUC.

Another item discussed at this meeting was the disposition of the signal and communication lines. These facilities will be restored on existing Railroad-owned property, either in their present position or on a joint pole line along the Southwesterly side of the tracks. The only need of additional right of way will be temporary easements for temporary open wire communication line adjustments during construction. I indicated that in this case the State would prefer to acquire the easements for the Railroad. The Railroad is now preparing drawings showing the temporary and permanent communication and signal line moves throughout the entire Burnt River Canyon.

Mr. Tabor indicated that the percentage approach outlined in my letter of October 15, 1968 may be acceptable to the Railroad. I also asked Mr. Fillmore to review the project in the field and make a list of conflicts so that we may determine what we consider to be our share of this work. The Railroad has already made their field investigation and can determine their version of our share.

The disposition of the waste material was discussed, and we asked Mr. Tabor to designate areas on Railroad property between Nelson Point and Lime where they desire the material to be placed. When this is determined, we may then study the matter and decide if it is economical to place our excess material in the areas designated, or merely make it the property of the contractor. Mr. Tabor indicated that the material could be placed without special compactive effort so long as it was neatly dressed with a dozer finish, sloped to drain away from the Railroad tracks, and placed so as not to interfere with existing drainage ways. Any relocation of signal and communication lines made necessary by the placement of this waste material will have to be considered as part of the economic study.

The Railroad seemed satisfied with the locked gate accesses as proposed, but stated they would not be interested in participating financially in the building of access roads between Stations 105 and 116 or between Stations 412 and 444. Therefore, the only points yet to be resolved with regard to access is the design of the accesses themselves, which should be similar to that provided on the Cascade Locks-Mitchell Point Section, and their physical construction. The Railroad also indicated that other Utilities having the right to use these accesses will have to execute crossing agreements with the Railroad. The Railroad is checking their records nowto determine if such agreements have been executed.

Action which should now be taken is as follows:

(1) Determine what portion of the cost of the Rye Valley Overcrossing Structure could logically be assessed to the County due to changing the crossing angle from 90 degress to something less than 90 degrees, and begin negotiating an agreement with the County. (Bridge Division and County-City Division)

(2) The County, with our assistance, should prepare to revive the 1956 PUC hearing so that they will be in a position to take immediate action as soon the Railroad's official position is known. (Legal, County-City, Construction and BridgeDivisions)

(3) Make detailed designs of the locked gate accesses to Railroad property. (Design Division)

(4) Upon receipt of information from the Railroad, make an economic study of the disposition of the waste material on Railroad Property. (Design Division)

(5) Upon receipt of information from the Railroad concerning the temporary relocation of communication lines, prepare descriptions and make appraisals of the easements required. (Design & Right of Way Divisions)

(6) Determine the State's obligation of the communication and signal line relocations. (Utilities Section)

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: R. E. Simpson
F. B. Klaboe
H. S. Cox
L. H. Young
I. D. Merchant
D. J. Barbee
D. H. Moehring
J. L. Sollis
A. F. Parson
H. M. Fillmore
H. W. Snell

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STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 13, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Estimate for "R" Line
Dixie Interchange
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327
YOUR FILE: D 315-2-129

Gentlemen:

On November 12, 1968 your Mr. G. M. Tabor requested in a telephone conversation with the undersigned an estimate of cost of constructing the "R" Line as shown on Sheet 10 of the Preliminary Plans for the above captioned section. At that time I advised him our estimated cost was $15,000.

Listed below is a breakdown of that estimate and you will note that there needs to be added to this estimate the cost of constructing a plank grade crossing of your tracks and the adjustment of signal and communication lines. The estimate is as follows:

Item	Quantity	Price	Amount
General Excavation	13,116 cu. yd.	$0.65	$8,525.40
Trench Excavation	59 cu. yd.	$3.00	$ 177.00
Watering	46 M-Gal.	$3.00	$ 138.00
Stone Base	1,254 Ton	$1.65	$2,069.10
3/4"-0" Mat'l. in Base	351 Ton	$1.65	$ 579.15
18" Culvert Pipe	216 Lin. Ft.	$5.25	$1,134.00
20' Cattle Guard	1 Each	$2,000	$2,000.00
Appraised Cost of Easements (3 parcels)			$ 126.00
		Total	$14,748.65

Please understand these figures are preliminary and subject to further revision when our design is more complete.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: R. E. Simpson
F. B. Klaboe
H. S. Cox
L. H. Young
I. D. Merchant
D. H. Muehring
J. L. Sollis
A. F. Parson
H. M. Fillmore
H. W. Snell

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
November 7, 1968

To: Mr. G. E. Rohde
Chief Counsel

OFFICE

SUBJECT: Bubbs Ranch-Weatherby Section
Weatherby-Lime Section
Lime Section
Old Oregon Trail Highway
Baker County

Mr. Klaboe has requested that right-of-way acquisitions on the subject sections be completed by January 1, 1969. All files will either be optioned or recommended for condemnation by November 30, 1968. The outstanding files are as follows:

37110-Dyer
37115-Langley
41433-Hosey
41573-Cartwright
42052-Cowan
42053-Reiber
42133-Cartwright
42303-OWR & N (Litchfield handling)
42319-Cartwright
42673-Thompson
42674-Ferney
42675-Smith

If your Division cannot complete filing by January 1, 1969, please advise Mr. Klaboe. Construction plans are not available at this time, and we cannot guarantee you will have them by November 30.

NOTED
F. B. KLABOE

K. A. CHATWOOD
Administrative Right of Way Agent

KAC:AB

cc F. B. Klaboe ✓
A. F. Parson
H. W. Snell

11-12-68
REFERRED TO
Young Barber
Asst. State Hwy. Engr.

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STATE HIGHWAY ENGINEER

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DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 31, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Attention: Roy H. Tokerud

Gentlemen:

Re: Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Bridges Nos. 1784A & 1787A

Subsequent to our preliminary submission which your office approved on January 9, 1968, we have reviewed the proposed lengths of subject structures. These structures are located at Stations 497+17 and 606+85.

We found that all of the proposed Burnt River Bridges, excepting the two subject bridges, would have considerable clearance between high water elevation and bottom of superstructure. In order to provide more waterway area under the structures for the eventuality of a flood above a 50 year frequency, we believe it would be wise to lengthen each of these structures 20 feet.

We submit this request as a revision to our preliminary submittal for your approval.

Very truly yours,

TOM EDWARDS

Ivan D. Merchant
Bridge Engineer
By:

L. L. Wallace
Chief Bridge Design Engineer

LLW:jf;amd

cc: Tom Edwards
C. H. Maison
L. H. Young

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STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1968

To:

MEMO TO THE FILES

SUBJECT: Rye Valley Road Overcrossing of UPRR
Dixie Interchange
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County

On September 10, 1968 a meeting was held in the Baker County Courthouse at which the above-captioned subject was discussed with the County Court. Representing Baker County were:

Mr. Lloyd Rea, County Judge
Mr. R. M. Phipps, Commissioner
Mr. G. C. Wright, Commissioner
Mr. J. M. Himmelsbach, District Attorney
Mr. D. L. Best, Roadmaster

Representing the Oregon State Highway Department were:

Mr. H. S. Cox, County and City Engineer
Mr. H. S. Coulter, Assistant Division Engineer
Mr. T. W. Litchfield, Utilities Liaison Engineer

NOTED
F. B. KLABOE

In my letter of August 27, 1968 I requested Baker County to reactivate the above-captioned subject with the Public Utility Commissioner which was started in 1956 and suspended in 1957. They indicated that before they proceeded with any action on this matter, they wish to know more about the details and exactly how the subject should be approached. They also feared that since the County was the respondent in the original hearing, should they initiate any action to revive the original issue, the Commissioner may place some of the financial burden of the cost of a new structure on the County, where in the 1956 PUC hearing the Railroad agreed to build and maintain a new structure at this location at 100 per cent Railroad cost.

We discussed the matter at some length, and it was brought out that the County objected to the Railroad's planning in 1956 not only on the basis that the H-15-44 loading was inadequate, but that the structure should be skewed to better fit the alignment of Rye Valley Road on the west side of the railroad. We pointed out that the Railroad had tentatively agreed to paying for the additional length of structure required to accommodate their future track and off-track maintenance road and also a sum of money equivalent to the capitalized annual maintenance cost of the existing structure on the condition that the County would accept maintenance of the new structure. The County was not willing to accept maintenance of the new structure and stated that the Railroad was reluctant in 1956 to pay the cost of a longer structure required by the skew angle requested by the County.

It was mentioned that the existing structure was posted for a load limit of 10 tons, and some question was raised as to the legality of the Railroad imposing a load limit on a County road. It was also pointed out that all loaded trucks which had to cross the railroad used the grade crossing approximately 5,000 feet northwesterly of this location. This is used by five ranchers, the Bureau of Land Management and Baker County.

The plan we showed the County people was the plan showing the existing structure remaining unchanged with a grade crossing proposed approximately 700 feet southerly of the existing structure. This is shown as the "R" line on the preliminary plans. We decided that there are three different methods to approach the problem: (1) Construct a new structure across the railroad which will accommodate modern day traffic and connect to the interchange; (2) Construct the grade crossing and leave the existing structure unchanged; (3) construct neither, close the existing private grade crossing 5,000 feet northwesterly of the structure, and pay the users of the crossing, who have a property right in it, damage for this severance. It was felt by all present that the only proper solution to the problem was to build a new structure over the railroad and obtain the proper participation from the Railroad in its cost.

The proper participation by the railroad in the new structure was suggested to be the sum of today's value of the original structure proposed by the Railroad in 1956 plus the additional length of the structure we propose to build required to accommodate the Railroad's future track and off-track maintenance road. The Railroad would also be required to continue its maintenance obligation of this structure. At this time, our Bridge Division is reviewing the original plans drawn in 1954 by the Railroad and preparing an updated price for that structure. They are also preparing estimates for the full-length structure to accommodate the future needs of the Railroad, and of a shorter structure similar in length to that proposed by the Railroad in 1956.

The Bureau of Public Roads approved construction of a new overcrossing in 1961. We prevailed upon them in 1968 that the State had no obligation to reconstruct this existing overcrossing. On that basis, in 1968, the Bureau approved the construction of the "R" Line to cross the Railroad at grade approximately 700 feet southerly of the existing crossing. However, this approval was on the basis that the "R" Line would be a private crossing gated in a manner similar to the existing private crossing approximately 5,000 feet northerly of the existing structure. The Railroad has indicated that they do not approve of this grade crossing proposal, but have made no formal statement on this subject. It has been brought to our attention by our Legal Section that we could not make a private crossing of the railroad at any location if the Railroad did not approve. Therefore, the "R" Line, if it were constructed, would have to be a public crossing authorized by the Public Utility Commissioner. Should an application for a grade crossing be made, it is expected that the Railroad would object and it is also likely that the PUC would object. This would result in the reactivation of the 1956 hearing with a questionable outcome. It is conceivable that the PUC could rule that this new overcrossing is required by the construction of the freeway and therefore assess most of the cost to the State. On that basis, the Railroad would probably be assessed ten per cent of the total cost of the structure. However, since the County has a prior right at this location over the Railroad, the Railroad should bear a substantially larger proportion of the cost.

If the State were to sever the existing grade crossing 5,000 feet northerly of this location, and provide neither a new grade crossing nor an upgraded overcrossing, it is likely that the present users of the private grade crossing would bring some legal action against the County, State and Railroad to restore suitable access to their property. It appears that neither of these methods of approach would be suitable. Therefore, we intend to pursue the matter with the Railroad to the end that they will agree to bear their fair share of the cost of the overcrossing structure.

Mr. Himmelsbach is of the opinion that there must be some court decision in a similar case and is going to research the subject at some length prior to any meeting with the Railroad people. In the meantime, we are preparing comparative estimates as indicated above for use in determining the Railroad's obligation.

In Mr. Sollis' letter to Mr. Moehring dated August 28, 1968, regarding R/W File 37112, he points out that Mr. Ramsey has a private easement across the Storie property and uses the existing private grade crossing 5,000 feet northerly of the overcrossing. He indicates that I am in the process of securing a copy of the private road crossing agreement from the Railroad. The Railroad has advised me that they have no such agreement in their files, and that the crossing at this location was probably reserved in the original transaction from the Storie property to the Oregon-Washington Railroad and Navigation Company when the railroad purchased their right of way through this area in about 1883. This should be verified by a search of the courthouse records. This has been mentioned to Mr. Snell in LaGrande and also Mr. Sollis. I am assuming that someone is in the process of investigating this.

Before we again meet with the Railroad, Mr. Himmelsbach should have completed his research, the status of this private grade crossing should be determined, and alternate estimates of the overcrossing should be figured. No date has been set for a meeting with the Railroad and the County, but it is hoped that this can be arranged sometime early in October.

T. W. Litchfield
Utilities Liaison Engineer

TWL:fw

cc: R. E. Simpson
F. B. Klaboe
H. S. Cox
L. H. Young
I. D. Merchant
D. H. Moehring
Jack Sollis
A. F. Parson
H. M. Fillmore
H. W. Snell

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SEP 18 1968
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STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1968

SUBJECT: Rye Valley Road O'Xing - UPRR
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Bridge No. 9820

To: Mr. T. W. Litchfield
Utilities Liaison Engineer
Construction Division
Building

At your request, we are attaching 3 preliminary estimates, which show the cost for different types and lengths of structures to carry traffic over the Union Pacific Railroad at the Rye Valley Road crossing.

The first estimate is for a timber 3-span structure having a 22' clear roadway and designed for H15 loading, and providing clearance over the railroad track for one track. This structure does not meet our minimum standards, both for width of roadway and for loading. The estimated cost for the structure according to the plans supplied by the Union Pacific Railroad is $30,300.

The second estimate is for a structure approximately the same length, but constructed of concrete precast channel sections and using a 32' roadway width with HS20 loading. The cost estimate amounts to $51,300, and if reduced to a 22' roadway would be in the neighborhood of $35,300, as compared with the Railroad's structure amounting to $30,300.

The third estimate is for a 32' roadway, 165' 3-span structure, which provides for 2 tracks and an off-track maintenance road. This structure will carry HS20 loading and is estimated to cost $107,200, or for a 22' roadway - $73,700.

All of these cost estimates include engineering and contingency items, but no grading or paving of approaches.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
F. B. Klaboe
A. F. Parson
H. S. Cox

NOTED
F. B. KLABOE

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1968

To:

MEMO TO THE FILES

SUBJECT: Negotiations with UPRR
Bubbs Ranch-Weatherby
AND
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County

On August 29, 1968, I met with Mr. Glenn Tabor of the Union Pacific Railroad Company and reviewed with him the various problems involving the railroad and highway through the above-captioned projects. There are basically three major areas of discussion:

(1) Access from the highway to the railroad.
(2) The disposition of the Rye Valley Railroad Overcrossing
(3) The disposition of the signal and communication lines.

With regard to access, the railroad requested, in their letter of October 10, 1967, access opposite Highway Stations 105 and 116. We have discussed providing a locked gate at each of these locations to provide them direct access to their bridges, but both of these gates may be eliminated by the construction of an access road along the northerly side of the tracks from Nelson Point to the railroad bridge opposite Highway Station 106. The railroad will consider bearing the cost of construction of an access road along the highway embankment between Highway Stations 105 and 116. We estimate this cost to be $4,300. They will also consider, as an alternative, the construction of an off-track maintenance road between the bridges along with the construction of low-type bridges for their off-track vehicles. Either alternate would eliminate the need for the proposed two access gates. The State would bear the expense of the construction of approximately 4,500 feet of access road from Nelson Point to the first railroad bridge opposite Highway Station 105.

The next point of access to the railroad is opposite Highway Station 228. This has been generally agreed upon by the Railroad, State and Bureau of Public Roads and will be used by the Idaho Power Company, the Chevron Pipe Line Company and El Paso Natural Gas Company as well as the Railroad.

NOTED
TOM EDWARDS

At the Weatherby Interchange, the "G" Line will cross the railroad at the site of an existing private crossing. Since this will not be made a public crossing, it will be necessary to obtain a PUC Order. This will allow the closure of the existing county road grade crossing opposite Highway Station "EB" 270.

The Railroad has also requested access opposite Station 357 which will perpetuate an existing access point. This locked gate will be used by the Idaho Power Company, the Chevron Pipe Line Company and Pacific Northwest Bell Telephone Company as well as the Railroad.

There will be a locked gate access established opposite Station 372 which will perpetuate the existing access to the east end of the railroad tunnel.

At the Jordan Creek Interchange, the "C" Line is to be constructed in such a way that it will not alter the existing railroad grade crossing. Therefore, there will be no need for a PUC Order, and the status of the crossing will remain unchanged.

I advised the Railroad that the cost of constructing an access road between the channel of the Burnt River and the freeway between Highway Stations 412 and 444 will force a realignment of our mainline through that area and will cost approximately $97,000. I pointed out that it appeared the Railroad could build their own off-track maintenance road and two small bridges for considerably less than this cost.

We have tentatively agreed to provide a locked gate opposite Highway Station 454 to provide railroad access to their bridge opposite Highway Station 456.

The Railroad originally requested an access near Highway Station 465 and we suggested that they consider alternate access by way of back roads to this same location from the Dixie Interchange. Investigation reveals, however, that most of the roads through this area to this bridge are private and in poor condition. It is unlikely that they would be traversable in the winter, and the Railroad will not agree to accept the maintenance of these roads. Therefore, it appears that the perpetuation of the existing access opposite Highway Station 465 would be the best solution to this problem.

We have tentatively agreed to provide a locked gate access opposite Highway Station 513 for the Railroad's use. This will provide them access to an area between two bridges which are opposite Highway Stations 508 and 520. The river on the westerly side of the railroad prevents any access from other roads to this area.

We have tentatively agreed to perpetuate the Railroad's existing access opposite Highway Station 602 by means of a locked gate. This will provide them access to the railroad bridge approximately opposite Highway Station 605.

With regard to the Rye Valley Overcrossing of the railroad, which connects to our Dixie Interchange, I reminded the railroad that in 1956 they had agreed to reconstruct and maintain the structure. Mr. Tabor agreed to this and also agreed that the Railroad would have some responsibility in bearing the expense of a new overcrossing structure. He suggested the Railroad would consider bearing the expense of the additional length of structure required to accommodate their future track and off-track maintenance road. In addition, they would consider contributing an amount equal to their capitalized maintenance cost of the existing structure. They would agree to this second contribution only if the County or State agreed to accept the maintenance of the new structure. Mr. Roake has been asked to prepare comparative costs of these structures. Mr. Cox has been asked to discuss the item of maintenance of the structure with the County Judge.

The adjustment of the signal and communication lines remains to be a major problem. The railroad will not consider burying the communication lines through any portion of this project. They experienced some difficulty with their buried cable at Nelson Point and on this project will insist upon a temporary open-wire relocation to some location westerly of the existing railroad right of way. I pointed out that it was necessary to know where they wish to relocate this line so that we could obtain the temporary easements on the property that it will occupy. It is proposed that the communication line, upon completion of construction, will be placed on a new set of poles along with the signal lines on the southerly side of the railroad. The railroad recognizes that they will derive some betterment from this proposed work and will agree to bear some of the cost. However, it will be necessary to determine what poles are actually in conflict with our construction and what poles would be moved to accommodate the Railroad's new plan. The Railroad and State will then negotiate a settlement as to the sharing of the cost.

The Railroad also indicated they wished to have any excess material from our excavation areas deposited along side their tracks. This will require a study to determine if it is economically feasible to designate waste areas along the railroad tracks to justify the moving of the communication lines poles which must be removed to accommodate this material.

Before discussing this further with the Railroad, we must have the following:

(1) A formal approval of the proposed locked gate accesses and/or access roads by the Bureau of Public Roads.

(2) Estimates of both versions of the Rye Valley Overcrossing to determine what cost the railroad might bear.

(3) An answer from Baker County as to the acceptance of maintenance of the new structure.

(4) Completed preliminary plans of both projects.

(5) List of conflicts showing all of the communication line poles which must be moved as a result of our proposed construction.

(6) A plan for the temporary communication line adjustment desired by the Railroad.

(7) An economic study to determine if it is feasible to designate waste areas along the railroad and justify the expense of relocating the communication line poles.

Copies of the Memo are being distributed as listed below and information on these seven points should be supplied as follows:

No. 1 by the Bureau of Public Roads.
No. 2 by the Bridge Division
No. 3 by the City-County Division.
Nos. 4 and 7 by the Road Design Section
No. 5 by the Utilities Section.
No. 7 by the Union Pacific Railroad Company.

[illegible] by
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:fw
cc: R. E. Simpson
R. L. Porter
F. B. Klaboe
Tom Edwards
I. D. Merchant
L. H. Young
H. S. Cox
D. H. Moehring
A. F. Parson
H. M. Fillmore

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FORM [illegible]
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

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NOTED
F. B. KLABOE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 27, 1968

Honorable Lloyd Rea
County Judge
Baker County Courthouse
Baker, Oregon 97814

RE: Rye Valley Road Overcrossing of UPRR
Dixie Interchange
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County

Dear Sir:

The State Highway Department is attempting to negotiate an agreement with the Union Pacific Railroad Company to provide for the construction of Interstate 80N from Nelson Point to Lime. As a part of the work to be done on the above-captioned section, we will construct the Dixie Interchange which will connect to the Rye Valley Road.

It is noted that the existing structure over the railroad at this point is inadequate for heavy traffic, and for this reason heavy trucks use a private grade crossing approximately 5,000 feet westerly of this overcrossing. The construction of the freeway will cause the private grade crossing to be closed, and the only remaining access to the roads in that area will be by way of the Dixie Interchange at this location.

The railroad applied to the Public Utility Commissioner in 1956 with an offer to reconstruct this overcrossing to a H-15-44 loading and proposed that the Railroad and County share the expense on a 50-50 basis. The County objected, insisting that the proposed design was inadequate for modern traffic and insisted that the Railroad bear the entire expense of the structure, since the County claimed the road existed prior to the railroad at this location. At the hearing, held on August 21, 1956, the Railroad agreed to bear the entire cost of the construction and maintenance of the H-15-44 structure they proposed. The County insisted that the structure should be constructed for an H-20 loading. PUC Order No. 33597, issued on September 30, 1957, dismissed the application of the railroad, at the Railroad's request, since it was presumed the proposed construction of Interstate 80N through this area would have some affect upon this overcrossing.

Inasmuch as the freeway will cause the closure of the private grade crossing now used by five ranchers, the Bureau of Land Management and the County, we request you take immediate action to re-open this case. Please discuss this matter with the County Court at your meeting of September 4, 1968, and advise us at an early date of your decision so that we may take appropriate action to resolve this problem.

We will be happy to meet with you at your convenience to discuss this matter in detail.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fw

bc: F. B. Klaboe
H. S. Cox
L. H. Young
I. D. Merchant
A. F. Parson
C. E. Payton

RECEIVED
AUG 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 80M 4-63

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

7352

January 16, 1968

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Dixie Interchange
Nelson-Benson Creek Section
Old Oregon Trail Highway
Baker County

Dear Mr. Parsons:

Herewith construction plan sheet showing a proposed private access road connecting to our on-ramp at the subject interchange. This was questioned by your office and as a result a new plan was developed and approved requiring a new railroad structure on the cross road and the elimination of this private road.

There is at present a railroad crossing structure capable of handling all the cross road traffic except for an occasional heavy load which will have to use the originally proposed private access. These heavy loads should not average more than two or three per month.

We have estimated that this new railroad structure will cost approximately $100,000, and we do not feel this expenditure of funds is justified due to the very light traffic. The reason for this high cost is due to the fact that the railroad expects to expand in the future and any new crossing must provide for this revision.

Because of the very light traffic volumes and the fact that the proposed private access is connected to an on-ramp, it is our recommendation that the plan as shown on the attached construction plan sheet be approved. Such action is hereby requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F.D. Morgan
F.D. Morgan
Construction Engineer

Attach

cc: F.B. Klaboe ✓

RECEIVED
JAN 8 1968

Cr

7352

January 5, 1968

6785

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Old Oregon Trail Highway
Weatherby-Lime Section
Baker County
Bridges No. 1781A, 1783A-
1787A, 2203A

Your File: 08-35.6

Dear Sir:

In answer to the comment in your letter of December 26, 1967 pertaining to longitudinal joints, there are two basic types of structures on this project.

Where there is a need for stage construction, due to carrying traffic on the existing structure while building a part of the new structure, a joint through the entire structure results. This is shown on the attached prints for Bridge No. 1785A.

Where the roadway width is considerable but stage construction is not required to maintain traffic, longitudinal deck construction joints will be provided as is shown on the attached prints for Bridges No. 1785A and 2203A.

We request your approval for the subject structures on the basis of the above discussion.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (6)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

LLM:jr ja

Form PR-121 (6-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 26, 1967

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : A. W. Parsons, Div Engr, by R. H. Tokerud, Div Br Engr
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(5)328
Weatherby - Lime Section
Preliminary Plans for Burnt River Bridges

Your letter of December 13, 1967 transmitted preliminary plan data for seven bridges across the Burnt River. We have reviewed this submission in this office and approve it subject to the following comment:

> We note that several of the layouts show no longitudinal joint near the center of these relatively wide bridge decks. We believe that such a joint is desirable and recommend its use.

RECEIVED
DEC 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Merchant
R G

Copy - Young
Gen files

NOTED
L. L. WALLACE

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 29 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
1967

FILE
7352

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 7, 1967

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Subj: Dixie Interchange
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County

Your Reference: 08-35.7

NOTED
F.B. KLABOE

Dear Mr. Parsons:

Reference is made to the October 17 letter from Mr. Brooks in regard to revised right of way plan sheets numbered 4, 5, 7 and 9 which were submitted by Mr. Young's September 27 letter.

On Sheet No. 4 the revision will be made to show the ramps as requested. An easement will be indicated where the right side frontage road will be on railroad right of way.

On Sheet No. 9 an access road was provided which would cross the railroad at grade and connect to the southbound on-ramp. This had been done to avoid reconstruction of an old grade separation structure over the railroad. An existing at-grade crossing of the railroad which presently allows heavy loads to move from Highway 30 to the county road will be eliminated under the proposed construction, necessitating either building an alternate grade crossing or replacing the ten-ton load limit structure. I am advised that at the time this frontage road was planned in the field, this was discussed with the area engineer and was thought by the people involved to be an acceptable and economic solution. The matter was not brought to the attention of those responsible for interchange design, therefore, a revised sheet showing this frontage road had not been prepared for approval. The condition of the bridge and the existing alternate route for heavy vehicles was not realized at the time the original sheet was prepared.

Under present design standards, the use of a frontage road tying into an interchange ramp would not be considered unless extraordinary circumstances exist. In this instance this would not seem to be the case since the frontage road alternate is estimated at approximately $20,000 and the alternate of rebuilding the structure over the railroad is approximately $70,000. On this basis I have had the standard drawing for the interchange revised to show reconstruction of the structure over the railroad and enclose it for your approval. Upon receiving this approval, Sheet No. 9 will be revised to eliminate the frontage road and will be resubmitted to you for your review.

Very truly yours,

Forrest Cooper
State Highway Engineer

By adOlson
A.D. Olson
Urban Engineer

RECEIVED
NOV 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Encls.
ADO:jr

cc: L.H. Young
F.B. Kiaboe

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 17, 1967

In reply refer to: 08-35.7

FROM : G. R. Brooks, Assistant Division Engineer, by C. J. Mathias, Div Right of Way Off
Salem, Oregon

RECEIVED
OCT 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-80N-7(17)333
Weatherly - Lime & Lime
Revised Right of Way Plan Sheets Nos. 4, 5, 7, and 9
(Mr. L. H. Young's September 27 letter)

Returned herewith are approved revised plan sheets nos. 5 and 7. Also returned are unapproved sheets nos. 4 and 9. Prior to approving the latter two sheets, we would like some clarifying information concerning them.

Sheet No. 4

1. The approved interchange design provides for a full diamond interchange. Neither the northbound on ramp nor the southbound off ramp are depicted on the plan. The sheet should be revised to show these ramps.

2. The right side frontage road lying outside the access control line from approximate Station 404 to Station 409+50 is apparently to be constructed on railroad right of way. The plans do not indicate any taking from the railroad. Please advise us of what agreement you have with the railroad to occupy its right of way.

Sheet No. 9

The Dixie Interchange will be a full diamond interchange and should adequately provide for the necessary traffic movements. The revised sheet indicates a right side access road will be constructed from approximate Station 528 to Station 538 with a connection to the southbound on ramp at Station 538, which connection is not shown on the approved interchange design. Please advise us of the necessity for constructing this road and particularly why it should connect to the ramp.

When these questions have been resolved, we will be pleased to review revised plan sheets which show the final situation.

10-26-67
Morgan
Young w/Pease
George [illegible]

Enclosures
Approved plan sheets 5 and 7
Unapproved plan sheets 4 and 9

Routing
✓ Morgan
Decker
Bond
Barbee
Walker
Swan
Poase E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 25 1967
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 3, 1967

(File Ref. D 315 - 2 - 129)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Routing
Morgan
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Walker
Clenn
Swan
Pease E
Morelock
Trout
Scott
Wills
/ Litchfield
Olson

RECEIVED
NOV 1967
CONSTRUCTION
DIVISION

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Weatherby - Lime Section and Lime Section,
Old Oregon Trail Highway - Baker County -
Project No. I-80N-7(16)327

Reference is made to your letter of August 17, 1967 transmitting an advance set of State's encroachment maps and cross-section prints for the above-named sections of highway which the State intends to reconstruct to Interstate standards.

This office has looked over these prints and in line with comments made in my letter of October 10, 1967 concerning the Bubbs Ranch - Weatherby Section and my remarks hereafter, I ask that you please revise and submit new prints for my use in securing approval of the highway projects by our Management.

As indicated in my October 10 letter, adequate vehicular access to the railroad from the Interstate highway and the ability to move off-track equipment along the railroad are essential to our operations. The Railroad presently has the benefit of many points of access throughout this region, in some instances via private roads and in others direct from the highway. These access points are necessary for, as you know, we have an uncommon number of bridges in the area due to the topography, which must be maintained along with a tunnel and other facilities.

In view of this situation the State should provide in its plans, means by which the Railroad will have access from the new highway to ends of its bridges and tunnel. Presumably access will be available as a result of the State's proposed interchanges at Weatherby, Jordan Creek, Dixie and Lime, but these will not be sufficient to meet the Railroad's needs.

Since the State desires to limit access to its highway, suggest you consider providing in the highway plans for construction of parallel service roads to reduce the number of access points. In at least one area, namely, between the west end of Railroad Bridge 379.62 opposite approximate Highway Sta. 410 and the east end of Railroad Bridge 380.22 opposite Highway Sta. 446 approximate, it will be necessary to build the service road northerly of Burnt River. It is my understanding, however, that the State expects to have considerable waste materials from highway excavations which could be presumably utilized for construction of such roads.

In line with my October 10 letter, the State should provide for future railroad expansion and revise its plans so there will be no need, other than temporary for construction, to have highway easements within 40' of our main track center line. An examination of the preliminary cross-sections indicates revisions to the highway willbe required accordingly between the limits indicated below:

Highway Stas. 341 - 345
" " 444 - 450
" " 550 - 557
" " 560 - 562
" " 564 - 570
" " 591 - 602

With respect to State's drainage facilities it is noted that the culverts proposed at Highway Stas. 345+50, 550+90, 564+10 and 586+50 will not have adequate outlets unless extended under the Railroad's tracks and outlet ditches constructed. Possibly drainage from two or more of the highway culverts at the last three locations listed could be combined in a single facility.

Those comments made in my letter of October 10 concerning channel changes, highway-type guard rails, wasting excess excavation materials and rearrangement of our communications and signal facilities are applicable to these sections of the proposed highway and will therefore appreciate your handling accordingly. Will you further please show on State's plans how the State intends to provide for future realignment of the Railroad's tracks at overcrossing proposed west of Lime, Highway Sta. 663+39.10, Railroad Milepost 384.34. Future track locations were indicated on plan sheets covering the Lime Section and returned to you with my letter of March 31, 1967.

In line with the foregoing, will you kindly furnish the usual four (4) sets of Revised Prints and Plans.

Yours very truly,

W. D. Johnson
HBC

P

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

RECEIVED NOV 3 - 1967

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 1, 1967

In reply refer to: 08-35-EC

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

7352

SUBJECT: Oregon Project I-80N-7(17)333
Weatherby - Lime Section
Idaho Power Company's Property

Please refer to T. W. Litchfield's, Utilities Liaison Engineer, letter of October 5, 1967 regarding Idaho Power Company's rights on BLM land (Bubbs Ranch - Weatherby Section) regarding the use of Federal-aid Interstate participation.

It has been determined by our Regional office memorandum of October 26, 1967 that the State's submission fulfills the requirements of paragraph 7, 1 of PPM 30-4 and that Federal-aid funds may participate in the cost of the necessary utility relocation.

NOTED
F.B. KLABOE

11-3-67
REFERRED TO
Young Litchfield
Asst. State Hwy. Engr.

RECEIVED
NOV 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-123X 90M 7-66
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 28 1967

C 7352

February 23, 1967

El Paso Natural Gas Company
P.O. Box 1526
Salt Lake City, Utah

ATTENTION: Mr. John Viehweg
Division Engineer

Re: Gas Main Adjustment
Bubbs Ranch-Malheur County Line Section
Bubbs Ranch-Weatherby and Weatherby-Lime Units
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(16)327
YOUR FILE: R/W 63161

Gentlemen:

Information contained in your letter of September 16, 1966 and subsequent telephone conversations with our representatives clearly indicates that it would be in the public interest for the State to concur in the award of the bid to W.C. James and Company for $82,088.20, with the understanding that the work will be completed by August 1, 1967.

NOT
F. B. KL

We agreed to include a salvage item for the 22-inch pipe with the understanding that the total cost of salvage and removal for the project will not exceed the total credit to be given the State for the materials salvaged. This is as requested in your above-mentioned letter of September 16, 1966.

Our letter of July 11, 1966 authorized you to use the contract method, order necessary materials, and advertise for bids effective February 17, 1967.

Reimbursement for work performed on or subsequent to February 17, 1967 will be made subject to the provisions of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in your bill. It will also be necessary for you to execute an X-permit which will be sent to you under separate cover.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:sg

cc: El Paso Natural Gas -
El Paso, Texas
F.B. Klaboe
A.W. Parsons
L.H. Young
C.H. Maison
A.F. Parson
L.V. Blickenstaff
J.W. Valentine

FORM E-123X 80M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH I. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 9 1967

FOR FILING
7352

February 8, 1967

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W.G. Johnson

Re: Revised Projection
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(16)327
YOUR FILE: D 315-2-129

Gentlemen:

Herewith you will find three prints of each of the following:

a) Right of way map No. 8B-30-4 of the Bubbs Ranch-Weatherby Section, and four rolls of cross sections covering this area

b) Railroad encroachment map No. 8B-31-15 of the Weatherby-Lime Section, with one roll of cross sections covering this area

This information contains the revised projection of our centerline and revision of slopes resulting from our recent discussions. It is our intention that sufficient room will remain between your existing tracks and the future highway to allow for the construction of a second track, an off-track maintenance road, and a 3-foot ditch. This will require a total horizontal distance of 37 feet from the existing track centerline to the bottom of the future ditch.

Our Assistant Construction Engineer, Mr. John H. Walker, is to meet with your Division Engineer, Mr. H.B. Durrant, on this date, at which time he will give him one copy of each of the maps enclosed herewith.

We solicit your approval of these preliminary plans so that we may proceed with the preparation of final construction plans for these projects. We also solicit advice as to your future intentions at the site of the Lime Overcrossing so that we may proceed with the preparation of construction plans for that project. Your early reply will be appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer
By
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

NOTED
TOM EDWARDS

RECEIVED
FEB 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:sg
Enc.

cc: F.B. Klaboe
A.W. Parsons
Tom Edwards
L.H. Young
I.D. Merchant
A.F. Parson
J.W. Valentine

RECEIVED
OCT 3 - 1966
FOR FILING

17352

401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1966

SUBJECT: Meeting with Union Pacific Railroad
Bubbs Ranch-Weatherby, Weatherby-Lime and Lime Sections
Old Oregon Trail Highway
Baker County

To:

MEMO TO THE FILES

On July 27, 1966, a meeting was held in the field between representatives of the Union Pacific Railroad Company and the Oregon State Highway Department for the purpose of discussing future railroad plans throughout the Burnt River Canyon. Representing the Union Pacific Railroad at this meeting were Mr. G. M. Tabor and Mr. Robert Orr. Representing the Oregon State Highway Department were: F. D. Morgan, A. F. Parson, H. S. Coulter, T. W. Litchfield, Harlan Gerlach.

Mr. Tabor opened discussions by stating that the map submitted to them in 1964 were the first indication that the railroad had received that the State was, in fact, proposing to build Interstate 80N down the Burnt River Canyon. He further alleged that the railroad had received a letter sometime prior to 1960 wherein Mr. G. S. Paxson had indicated that the State was no longer considering the route down the Burnt River Canyon for its Interstate freeway. A search of the record has not revealed Mr. Paxson's letter making that statement, but there is a letter from Mr. Walter T. Wright, who was then Assistant Right of Way Engineer, dated September 17, 1958, to Mr. D. J. Callahan, Manager of Properties of the Union Pacific Railroad Company, wherein he advises that a serious conflict will be involved throughout the Burnt River Canyon between Nelson Point and Lime. The public hearing for the Hill Creek-Benson Creek Section was held on June 21, 1961 in the Huntington High School Auditorium, and the route discussed at the hearing was essentially the same route as is now proposed between Nelson Point and Lime. I find it hard to believe the railroad was totally ignorant of our planning through this area until 1964.

Mr. Tabor pointed out that the alignment and grade presently occupied by the railroad was designed and constructed in about 1885 or earlier, and that the railroad could not accept this alignment for an indefinite time in the future. He pointed out that for the railroads to remain competitive they must design roadbed and produce trains which will travel approximately 120 miles-per-hour. The speeds designated for the present alignment vary from 25 to 45 miles-per-hour. Mr. Tabor unveiled a very preliminary projection of a line which was designed for 60 mile-per-hour trains with a maximum degree of curvature of 2 degrees and a maximum grade of 1 per cent compensated (the compensation is 0.04% for each degree of curvature).

The line as shown on Mr. Tabor's maps has been transferred to our right of way maps, sepias of which are on file in my office, and shows two possible revisions -- (1) a minimum type revisions which eases all curves to 2-degree curves, with the exception of the curve at the Oregon Portland Cement Company plant at Lime, and the other a higher type alignment, still with 2-degree curves, but with considerable realignment of the existing track. Mr. Tabor also pointed out that this really wasn't what the railroad wanted to do. Actually, they wanted to produce a high type 2-degree maximum curvature line on a completely new location on the southeasterly side of the Burnt River Canyon. He also pointed out that this required considerable study which the railroad did not have either the time or personnel to make.

We then reviewed the various points of conflict in the field and the point of minimum conflict appears to be at Lime where the railroad wants some revisions in our channel change between Stations 785 and 791 and to provide a future alignment at our Lime Overcrossing. This will lengthen the Lime Overcrossing structure approximately 100 feet. Other conflicts down the canyon are more serious, as can be seen by a casual inspection of the right of way maps on which the lines have been projected.

Mr. Tabor indicated that it was the railroad's desire to possibly engage in a cooperative project, such as the Cascade Locks-Mitchell Point Section, wherein materials excavated from the highway cuts could be used in railroad fills; however, an examination of the ground indicates that the railroad, if they built their high type line on completely independent alignment would have some very high fills and very deep cuts. It also appears that the railroad's line, if it were built on this alignment, could be balanced and wouldn't require any additional material from some other source. Should either of the other two lines be constructed it would cause considerable redesign of the highway as currently proposed.

It appears there are four alternatives which may now be pursued by the Highway Department -- (1) completely redesign the highway to accommodate the railroad on their very high type alignment and arrange a cooperative project; (2) redesign the highway to allow for the railroad's 2-degree realignment of their existing tracks; (3) redesign the highway to avoid all encroachments on the railroad; (4) redesign the highway an absolute minimum to allow for the railroad's future second track and off-track equipment roadway and proceed with condemnation if this plan is not acceptable to the railroad. Whichever alternative is pursued, it does not appear that construction will begin in the Burnt River Canyon until 1970 or 1971.

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 1 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:bjm:fp
cc: A. W. Parsons - w/maps
R. L. Porter
F. B. Klaboe - w/maps
Tom Edwards
L. H. Young
D. H. Moehring - w/maps
A. F. Parson - w/maps
J. W. Valentine

A

ENT

n

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ate Highway Engineer

DATE: June 30, 1966

In reply refer to: 08-35-EC

FROM : ~~A. W. Parsons,~~ Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-7(16)327
Bubbs Ranch-Malheur County Line Section
El Paso Natural Gas Company Utility Adjustment
(Bubbs Ranch-Weatherby, Weatherby-Lime and Lime Units)

KLABOE

NOTED
F. B. KLABOE

Your proposed agreement, as evidenced by your Staff Attorney's letter dated August 19, 1965, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated May 24, 1966 appears satisfactory; however, approval will be subject to our receipt of a fully executed X-permit extinguishing access rights. Reimbursement on the basis of Mr. Valentine's June 9, 1966 memorandum indicating company agreement is acknowledged. The plans and estimate furnished therewith and transmitted with Mr. Preston's letter dated June 9, 1966 are hereby approved subject to the comments mentioned in the subsequent paragraphs. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work as indicated in the estimate is satisfactory if the appropriate Civil Rights clauses are made part of the contract.

This approval and authorization is not to be construed in any manner as to be approving payment of damages for a forced shutdown of the Oregon-Portland Cement Company plant during adjustment of the 4-inch Lime lateral. Your April 19, 1965 Staff Attorney's letter to the subject utility clearly pointed out that four highway sections were involved, and our August 18, 1965 authorization and other related correspondence for the Lime-Malheur County Line Unit already provided for payment of damages for a forced shutdown for this plant: Therefore, we find it very difficult to understand why the adjustments effecting this major consumer could not have been properly coordinated for all sections of this highway relocation.

The several points of access mentioned in the utilities May 24, 1966 letter as well as location of access control or fence lines are subject to our plan-in-hand review, for which an early arrangement should be made, and the P.S. & E. approval. This utility authorization shall not be considered as indicating in any manner our concurrence with the proposed points of access.

REFERRED TO
Young -
BY ASST. STATE HWY. ENGR.
7-6-66

(more)

Any significant deviation from the proposed relocation and adjustment of these facilities will require our approval in the normal manner. As based upon satisfactory justification this would include the necessity of maintaining service on the 22-inch main with a by-pass line and stopples should coordination of the work, the highway contract and slack service on the gas main fail.

Our program memorandum dated September 11, 1964 authorized you to proceed with preparatory work for all utility adjustments on the Bubbs Ranch-Weatherby Section, and our March 2, 1965 PR-9 approval granted authorization for utility preparatory work from Weatherby to Malheur County Line Section. Also, our March 2, 1965 action authorized utility right of way incidentals for the captioned section effective that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility, and you are authorized to proceed with utility right of way acquisition effective this date. Utility acquisition shall follow the prescribed procedures. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto, and subject to the certification required by IM 30-2-66 as a condition precedent to Federal reimbursement.

RECEIVED
MAY 25 1966
FOR FILING

7352

Form CD-121
(11-63)
(Pres. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 18, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-7(17)333
Weatherby - Lime Section
Parcel 37261 - Oregon Portland Cement Co.

Please refer to Right of Way Engineer D. H. Moehring's letter of May 16, 1966 which indicates that 200 to 300 feet of additional channel exchange was constructed in order to provide an area for the Oregon Portland cement trucks to get to a bulk cement loading facility constructed near the river.

The justification submitted indicates that if the channel had not been extended, signalization of the railroad tracks would have been necessary at a cost that far exceeded the channel change cost. Federal funds will fully participate on the basis of the right of way settlement of $28,530.

orig to Moehring
copy to Young
5-23-66

RECEIVED
MAY 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DA[illegible] MEMBER
PORTLAND

RECEIVED
MAY 19 1966
FOR FILING

7352

NOTED
R. L. PORTER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 16, 1966

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

File No. 37261-Oregon Portland
Cement Company
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County

Dear Sir:

This will reply further to your recent letter concerning a channel change on the subject file.

Upon further investigation, I find that the channel change in question was constructed an additional 200 to 300 feet in length in order to provide an area for trucks to get to a bulk cement loading facility recently constructed near the river. Without the additional channel change, we would be required to provide additional roadway for the Portland Cement Company which would require two crossings of the railroad track.

Signalization at the track would be necessary and the cost is estimated at $12,000. Since the entire channel change was estimated to cost $5,750, there is a clear justification for its construction.

I am enclosing a copy of a letter which District Appraiser Allen provided this office dated April 29, 1966. If you have further question on this matter, please advise.

NOTED
F. B. KLABOE

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring

D. H. Moehring
Right of Way Engineer

DHM:SM
cc: R. L. Porter ✓
L. H. Young
G. E. Rohde
M. R. Mitchell
Attachment

RECEIVED
MAY 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 26 1966
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

7352

NOTED
R. L. PORTER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 22, 1966

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Project I-80N-7(17)333
Weatherby-Lime Section
Parcel 37261-Oregon
Portland Cement Company

Attention Mr. C. J. Mathias
Division Right of Way Officer

Dear Sir:

This will reply to your April 19, 1966 letter requesting additional information on the settlement of the subject file.

I do not quite understand what is needed in the way of justification concerning the channel change of Burnt River, as the reason for the channel change was not a right of way consideration, but rather a construction consideration. The channel of the river was changed so that it would not be in conflict with the road-bed fill through the area.

The cost of the channel, which apparently was estimated to cost $5,750, had no particular bearing on the right of way settlement. As a part of our right of way settlement, we arranged to procure a permanent right of access through the owner's remaining property in order to do any work on our side of the channel which might be needed in the future. The level of the river is approximately fifty feet lower than the grade of the highway in this particular area, and maintenance which might be required on the channel would be extremely difficult to undertake from the highway shoulder.

As a further part of our right of way agreement, we agreed with the owner that we would have no obligation to maintain the opposite bank of the relocated channel. No part of the $28,530 settlement was for work on the channel change.

If further information, or explanation, is required please contact me so that we might discuss the matter in person.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

RECEIVED
APR 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

DHM:SM
cc: R. L. Porter ✓
L. H. Young

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RECEIVED
APR 21 1966
FOR FILING

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klaboe -
Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

7352

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 19, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
Division Right of Way Officer
C J Mathias

SUBJECT: Oregon Project I-80N-7(17)333
Weatherby-Lime Section
Parcel 37261, Oregon Portland Cement Co.

The right of way settlement covering the subject parcel was $28,530.00 plus the deeding of twenty-nine acres of excess land to the grantor. In addition the State agreed to re-establish the domestic water supply by providing a well on the west side of the river.

The audit of this file indicates an item of $5,750.00 as the estimated cost of a channel change in the vicinity of Station 691 - 703. We understand that a portion or all of this amount may be due to a right of way obligation. Before we can fully participate in the settlement we request additional information as to the amount that represents a right of way item and the justification for incurring the obligation.

orig to Moehring 4-20-66
copy to Young 4-21-66

RECEIVED
APR 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

F-150(12) Dudlee Hill-Blodgett Section, 1970
Corvallis-Newport Hwy., W. of
#7353 Corvallis. (Grad. & Pav.)

AYR 502

AYR 502

7353

STATE COPY

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U.S. D RTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

OSHD (Coulter)
Region
Wash DC
Area Engr Riedl

3-25-74

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 12	COUNTY Benton	DIVISION Oregon
DATE OF REPORT 3/25/74	REPORT MADE BY W. E. Kappus, Ass't Area Engineer		PROJECT NO. F-130(12)
COMPLETION DATE 11/13/71	ACCEPTANCE DATE BY CONTRACT AGENCY 1/3/72	TIME ELAPSED 108 %	CONTRACT TIME 370 days
APPROVED EXTENSIONS 42 days	LOCATION U.S. Highway 20 Blodgett W. 2.07 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

COPY SENT
APR 01 1974
REGIONAL OFFICE

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DUDLEE HILL-BLODGETT SECTION
CORVALLIS-NEWPORT HWY
Grading & Paving

This project provided for the grading, draining and paving of two 12' lanes with 10' shoulders and 8.100' of climbing lanes. The climbing lane sections consist of four 12' lanes with a 2' median and 4' shoulders.

Contract Time

This project was completed 11/13/71. The contract time was 370 days with 42 days of approved extensions for a total of 412 days. The contractor used 445 days. 33 days of liquidated damages at $200/day have been charged.

Contract Overruns and Underruns

The total project cost underran by approximately 9.8%. Underruns in aggregate base, haul and type 2 guardrail account for 1.5%, engineering cost underruns for 0.8% and contingency items underruns for the remaining 7.5%.

4-2-74
cy Const.

RECEIVED
APR 2 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original signed by William H. Kappus Assistant Area Engineer		SIGNATURE Original signed by G. K. Hossner Dist. Engineer
TITLE R. V. Riedl Area Engineer	DATE 3/[illegible]/74	TITLE G. K. Hossner District Engineer — DATE APR 01 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7353

STATE COPY

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MONTHLY TRANS[illegible]ION NUMBER 5-6	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	[illegible]TE Oregon
PROJECT REPORT NUMBER 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Benton
MODIFICATION NUMBER 1	4-27-73	PROJECT NUMBER F-150(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 2, 19 70, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,830,512	$ 1,863,366
Federal Funds	$ 1,163,000	$ 1,173,000
Other revisions		

This modification is made for the following reasons:

To include authorized item previously retained in program status and additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27th day of April, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Vernon V. Cusack
Acting (Division Engineer)
Vernon V. Cusack

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal-aid Project
No. F-150(12)

DUDLEE HILL-BLODGETT SECTION OF THE CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY

Salem, Oregon, April 5, 1973

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 1933+00 to Sta. 2042+50)

Subtotal on previous estimate of May 21, 1970	$1,665,010.30

Additional Approved Items

EWO 4 Slide Correction	All Required		$ 1,868.31
PA 9 Final Claim Settlement	Lump Sum		40,000.00
Liquidated Damages	60 day	200.00	(12,000.00)
	Increase		$ 29,868.31
	Subtotal		$1,694,878.61
	10% Engr. & Cont.*		168,487.39
	Total		$1,863,366.00

*Reduced in accordance with paragraph 5 (Project Field Offices) of PPM 30-6.

Length of Project - - - 2.074 miles
Cost of Roadway Per Mi. $898,440.68

Federal Funds	$1,173,000.00
State Funds	690,366.00
Total	$1,863,366.00

Group 1 - 100%

Contract No. 7353

Prefix: 2-1073

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-14	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Benton
PROJECT REPORT NO. 3	*(PPM 21-7)* 6-2-70	PROJECT NO. P-150(12)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Dudlee Hill - Blodgett Section of the Corvallis-Newport Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-1-70	2.074
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT $ 1,830,512.00	FEDERAL FUNDS $ 1,163,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
Per: R. E. Simpson

Date executed by Division Engineer JUN 2 1970

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. F-150(12)

DUDLEE HILL-BLODGETT SECTION OF THE CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY

Salem, Oregon, May 21, 1970

Project agreement estimate

Type Code 6204
Roadway (Sta. 1933+00 to Sta. 2042+50)

Furnishing Field Laboratory Building	All Required		$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		9,000.00
Clearing and Grubbing	All Required		132,800.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	80 cu.yds.	4.25	340.00
Embankment Foundations Excavation	54,500 cu.yds.	1.25	68,125.00
General Excavation	1,165,000 cu.yds.	0.60	699,000.00
Overhaul	200,000 C-yd.stas.	0.32	64,000.00
Trench Excavation	3,080 cu.yds.	3.00	9,240.00
Finishing Roadbed and Slopes	All Required		6,000.00
Obliteration of Roadway	460 sq.yds.	2.00	920.00
Watering	11,800 M-gals.	1.00	11,800.00
Coarse Aggregate Base	4,130 tons	4.22	17,428.60
1"-0 Aggregate Base	6,460 tons	4.62	29,845.20
Lime Treated Subgrade	92,000 sq.yds.	0.18	16,560.00
Lime for Treated Subgrade	1,040 tons	34.50	35,880.00
Cement Treated Base Mixture	31,400 tons	4.50	141,300.00
Portland Cement in CTB Mixture	2,040 tons	32.50	66,300.00
Asphalt in Seal	64 tons	50.00	3,200.00
Class "B" Asphalt Concrete Mixture	19,000 tons	6.50	123,500.00
Asphalt Cement in Mixture	1,240 tons	35.00	43,400.00
Asphalt in Tack Coat	7 tons	100.00	700.00
12-inch Culvert Pipe	230 lin.ft.	4.50	1,035.00
18-inch Culvert Pipe	870 lin.ft.	6.20	5,394.00
30-inch Culvert Pipe	1,240 lin.ft.	15.00	18,600.00
36-inch Culvert Pipe	130 lin.ft.	14.00	1,820.00
Debris Riser	2 only	300.00	600.00
18-inch Paved Culvert End Slopes	10 only	200.00	2,000.00
30-inch Paved Culvert End Slopes	2 only	220.00	440.00
36-inch Paved Culvert End Slopes	1 only	230.00	230.00

Concrete Inlets, Type G-1	19 only	210.00	3,990.00
Concrete Inlets, Type G-2M	1 only	320.00	320.00
6-inch Drain Pipe	5,200 only	2.50	13,000.00
8-inch Drain Pipe	9,500 lin.ft.	3.20	30,400.00
12-inch Drain Pipe	1,250 lin.ft.	4.20	5,250.00
Special Filter Material in Drains	2,060 cu.yds.	8.00	16,480.00
Guard Rail, Type 2	12,325 lin.ft.	2.50	30,812.50
Guard Rail, Type 2A	1,100 only	3.80	4,180.00
Guard Rail Anchors	20 only	200.00	4,000.00
Extra for Guard Rail Bridge Connection	2 only	150.00	300.00
Extra for Asphalt Approaches	10 only	50.00	500.00
Extra for Asphalt Curbs	8,300 lin.ft.	0.90	7,470.00
Loose Riprap, Class 700	2,900 cu.yds.	4.00	11,600.00
Guide Posts, W-1	100 only	7.00	700.00
Guide Posts, Y-1	40 only	7.50	300.00
Roadside Seeding	50 acres	60.00	3,000.00
Roadside Mulching	50 acres	200.00	10,000.00
Seed Mixture	1,500 lbs.	1.50	2,250.00
Fertilizer 22-16-8-25	200 cwt.	10.00	2,000.00
			$1,662,010.30
Flagging (60% of Contractor's Cost)	All Required		3,000.00
			$ 3,000.00
	Subtotal		$1,665,010.30
	*10% Engr. & Cont.		165,501.70
	Total		$1,830,512.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Length of Project -- 2.074 miles
Cost of Roadway per mile -- $884,821.60

Retained in Program Status

Slide Correction	All Required	$ 100,000.00
	Subtotal	$ 100,000.00
	10% Engr. & Cont.	10,000.00
	Total	$ 110,000.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,830,512.00	$1,163,000.00	$667,512.00
Retained in Program	110,000.00	69,800.00	40,200.00
	$1,940,512.00	$1,232,800.00	$707,712.00

G-1-100%
Contract No. 7353
Prefix-2-1073

DUDLEE HILL-BLODGETT SECTION

Nonparticipating - State Work

Work by Consumer Power	All Required	$ 3,000.00
Work by Pioneer Telephone	All Required	1,500.00
		$ 4,500.00

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March 16, 1973

U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A third post-final payment for $40,000 will be made to Paul Zimmerly dba Paul Zimmerly Road Construction for work on the Dudley Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,673,509.61 including the post-final payment. Of the total, $12,212.30 is for force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

bc C. T. Kessey
Walt Hart
V. E Skoog
Attn: Dick Macek
C. O. Fredrickson

7353

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 28, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Dudlee Hill-Blodgett Section
Contract No. 7353
Settlement of Contractor's Claim

In May 1970, the State entered into a contract with Paul Zimmerly Road Construction to grade and pave 2.36 miles of roadbed westerly of the community of Blodgett on the Corvallis-Newport Highway. This contract was in the amount of $1,662,010.30 and was a Federal-aid project. During the course of the contract, disagreements developed on clearing and grubbing, a cut slope revision, and contract time.

The contractor was ready to start clearing operations at the time of contract award. In our effort to prevent delay to his operations, the clearing stakes were set from approximate data. At completion, the contractor had actually cleared 12.33 acres more according to our re-measure than indicated by the plans which he used for his basis of bidding. The added clearing benefited the State both by removal of potential danger trees and providing a cleared area for necessary drainage added after the contract work started. The contractor bid $132,800 for the lump sum Clearing and Grubbing item. The added clearing increased the plan amount 22 percent.

Late in the project grading, a slope change was made on the major cut to provide 21,700 cubic yards of excavation estimated necessary to complete the fills remaining on the project. The plan net quantity of general excavation was 1,058,000 cubic yards and was unclassified. Soils explorations made available to the contractor prior to bidding indicated more difficult excavation in the lower one-fourth of the cut. The slope widening was done in this more difficult part of the cut and changed the ratio of difficult to easy excavation so the added excavation was more costly to perform. The cost to the contractor was significantly greater than his unit bid price.

Two previous time extensions totaling 13 days have been approved by you for this contractor, which has reduced his time liquidated

(more)

damages to $12,000 for the 60 days remaining. There is justification for additional time extension. Bid quantities were increased on two sequential operations which delayed completion of the contract. Embankment Foundation Excavation contract net quantities were 49,555 cubic years. The final pay quantity was 79,467 cubic yards, an increase of 60 percent. The time taken to perform the added subexcavation work delayed the availability of the areas for fill construction. Eleven calendar workdays are considered reasonable by our analysis to complete this added work. Widening the major cut added 21,700 cubic yards of excavation and four calendar workdays are considered reasonable to complete this added work. A total of fifteen calendar workdays additional time extension can be justified.

The contractor submitted claims for adjustment on the three items (clearing and grubbing area, excavation, and time) totaling $79,773.78. Several meetings have been held with the contractor to resolve these claims. A compromise lump sum settlement in the amount of $40,000, which includes a consideration for each of the three items presented for adjustment and settles all claims on the contract,has now been reached. No additional time extension is involved. The Federal Highway Administration has given tentative approval for full participation in the adjustment.

Resolvement of the controversy in this matter is recommended and believed to be in the State's best interest. Your approval is requested.

This matter will be on the agenda for your consideration at the March 6 meeting.

cc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
C. O. Fredrickson
L. I. Lindas
Gary Ross
Gary Sund
ELJ:fr/JAB:fw dpy/ms

damages to $12,000 for the 60 days remaining. There is justification for additional time extension. Bid quantities were increased on two sequential operations which delayed completion of the contract. Embankment Foundation Excavation contract net quantities were 49,555 cubic years. The final pay quantity was 79,467 cubic yards, an increase of 60 percent. The time taken to perform the added subexcavation work delayed the availability of the areas for fill construction. Eleven calendar workdays are considered reasonable by our analysis to complete this added work. Widening the major cut added 21,700 cubic yards of excavation and four calendar workdays are considered reasonable to complete this added work. A total of fifteen calendar workdays additional time extension can be justified.

The contractor submitted claims for adjustment on the three items (clearing and grubbing area, excavation, and time) totaling $79,773.78. Several meetings have been held with the contractor to resolve these claims. A compromise lump sum settlement in the amount of $40,000, which includes a consideration for each of the three items presented for adjustment and settles all claims on the contract,has now been reached. No additional time extension is involved. The Federal Highway Administration has given tentative approval for full participation in the adjustment.

Resolvement of the controversy in this matter is recommended and believed to be in the State's best interest. Your approval is requested.

This matter will be on the agenda for your consideration at the March 6 meeting.

cc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
C. O. Fredrickson
L. I. Lindas
Gary Ross
Gary Sund
ELJ:fr/JAB:fw dpy/ms

5

wp 7353

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1972

SUBJECT: Pavement Leachate and Possible
Icing Conditions
Sunset Hwy.-Beaverton Section # 7223
Dudlee Hill-Blodgett Section # 7353

To: A. E. Johnson
Assistant State Highway Engineer

FROM: C T Keasey
C. T. Keasey
Construction Engineer

Yesterday, Mr. Klaboe inquired as to what was being done to correct a problem of water coming up through our AC pavement on the Sunset Highway-Beaverton Section, leaving a streaking pattern from leachate from the cement treated base, and creating a potential icing problem during the winter months.

We have an identical problem on the Dudlee Hill-Blodgett Section which was completed last year, also with a cement treated base, and some evidence also of a potential problem on the Airport Road-Hilton Road Section, a Jackson County FAS-C job, on which only the base AC was laid on top of CTB last year.

On the latter project, a considerable lap was made over the joints when the top lift was placed this spring and, so far at least, there has been no further indication of leachate or water coming up through the AC.

We have not yet been able to determine the source of the water for certain on any of the jobs. It could possibly be ground water traveling along the subgrade until the static pressure increased sufficiently to force it up through the CTB and AC materials, or it might be surface water leaking down through the AC pavement and traveling along the top of the CTB until pressure forced it to the surface. Coring of the pavement has not given any conclusive answers. However, as a corrective measure, Region 2 tried boring horizontal drains under the CTB on the Dudlee Hill-Blodgett project to no avail. Subsequently, an Order for State Force Work was written to cut the pavement and install 6-inch perforated drain pipe with sand backfill across the pavement above the leaking areas. I believe that this method will entrap and drain off any water from either source and eliminate the problem.

cc Johnson

I have discussed the problem on the Sunset Highway-Beaverton project with Region Engineer Larry Rulien and since this appears to be the only sure corrective action available, he will submit a State Force Order on that project to do the work.

NOTED
A. E. JOH..

Rec'd - A.E.J
7-3-72

Keasey
follow up in
1 yr. suggest
writing an
art.

[illegible]

It looks like this may become a continuing problem, resulting in patched pavement wherever it is necessary to install these cross drains.

I recommend that cross drains be designed into the construction projects at appropriate locations with the sand backfill extending up through the cement treated base to the bottom of the AC pavement.

CTK:fw

cc: F. B. Klaboe
L. W. Rulien
J. B. Boyd

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1353

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1972

SUBJECT: Pavement Leachate and Possible Icing Conditions
Sunset Hwy.-Beaverton Section
Dudlee Hill-Blodgett Section

To: A. E. Johnson
Assistant State Highway Engineer

FROM: C T Keasey
C. T. Keasey
Construction Engineer

6-15-72

NOTED
F. B. KLABOE

#7323

Yesterday, Mr. Klaboe inquired as to what was being done to correct a problem of water coming up through our AC pavement on the Sunset Highway-Beaverton Section, leaving a streaking pattern from leachate from the cement treated base, and creating a potential icing problem during the winter months.

#1611

We have an identical problem on the Dudlee Hill-Blodgett Section which was completed last year, also with a cement treated base, and some evidence also of a potential problem on the Airport Road-Hilton Road Section, a Jackson County FAS-C job, on which only the base AC was laid on top of CTB last year.

On the latter project, a considerable lap was made over the joints when the top lift was placed this spring and, so far at least, there has been no further indication of leachate or water coming up through the AC.

We have not yet been able to determine the source of the water for certain on any of the jobs. It could possible be ground water traveling along the subgrade until the static pressure increased sufficiently to force it up through the CTB and AC materials, or it might be surface water leaking down through the AC pavement and traveling along the top of the CTB until pressure forced it to the surface. Coring of the pavement has not given any conclusive answers. However, as a corrective measure, Region 2 tried boring horizontal drains under the CTB on the Dudlee Hill-Blodgett project to no avail. Subsequently, an Order for State Force Work was written to cut the pavement and install 6-inch perforated drain pipe with sand backfill across the pavement above the leaking areas. I believe that this method will entrap and drain off any water from either source and eliminate the problem.

I have discussed the problem on the Sunset Highway-Beaverton project with Region Engineer Larry Rulien and since this appears to be the only sure corrective action available, he will submit a State Force Order on that project to do the work.

It looks like this may become a continuing problem, resulting in patched pavement wherever it is necessary to install these cross drains.

I recommend that cross drains be designed into the construction projects at appropriate locations with the sand backfill extending up through the cement treated base to the bottom of the AC pavement.

CTK:fw

cc: F. B. Klaboe
L. W. Rulien
J. B. Boyd

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 19..

Clm 4673

FILED
MAY 22 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
5-24-72 kl

1859

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7353

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 19, 1972

Middlesbarger, Pederson, Young & Horn
Attorneys at Law
P. O. Box 1403
Eugene, Oregon 97401

Attention: Phil Cass, Jr.

Gentlemen:

We received in yesterday's mail your letter of April 26, 1972, with attached Notice of Claim of Morse Bros., Inc., stating that Paul Zimmerly Road Construction owes them $11,301.53 for labor and materials.

From the description given in the Notice this appears to be in reference to the Paul Zimmerly Road Construction Contract No. 7353 for work on the Dudlee Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County.

The U. S. Fidelity and Guaranty Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
May 22 9 22 AM '72
CLAY MYERS
SECRETARY OF STATE

NOTED
C. W. HEAD

cc U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

bc Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RIDDLESBARGER, PEDERSON, YOUNG & HORN
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
P. O. BOX 1403
EUGENE, OREGON 97401

W. P. RIDDLESBARGER
L. D. PEDERSON
LEO F. YOUNG
JOHN H. HORN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
BRUCE E. SMITH
EDWARD P. THOMPSON

THOMAS E. BROWNHILL
OF COUNSEL

TELEPHONE 342-3691
AREA CODE 503

April 26, 1972

Secretary of State
State of Oregon
Salem, Oregon 97310

Re: Bond Claim
Oregon State Highway contract 7353

Dear Sir:

Enclosed for filing please find bond claim of Morse Bros., Inc. on the above project.

Very truly yours,

Phil Cass, Jr.

PC:rem
Encl.

Clc ✓

RECEIVED
MAY 18 8 38 AM '72
CL [illegible] ERS
SECRETARY OF STATE

Rec 5-18-72
NOTED
FLOYD QUERY

NOTICE OF BOND CLAIM

TO: SECRETARY OF STATE
State of Oregon
Salem, Oregon 97310

NOTICE HEREBY IS GIVEN that the undersigned, Morse Bros., Inc., has a claim for labor and materials (aggregate base; cement treated base, asphaltic concrete) performed and furnished by the undersigned in the sum of $11,301.53 against the bond taken from Paul Zimmerly Road Construction as principal and U. S. FIDELITY GUARANTY COMPANY as surety on Oregon State Highway Project 7353, grading and paving Dudlee Hill-Blodgett Section, Corvallis-Newport Highway.

DATED May 17, 1972.

MORSE BROS., INC.

By L W. Morse

RECEIVED
APR 17 1972

FOR FILING

7353

April 13, 1972

Mr. Paul Zimmerly
Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

527

Dear Sir:

Dudlee Hill-Blodgett Section
Contract No. 7353

This will acknowledge your March 31 letter listing three items on which additional payment is allegedly due. These items do not appear to be based on differences in measurement or errors in computations within the intent of the specification you cite. However, I understand there has been previous communication on them with our Resident Engineer and Regional Engineer in charge of this project and they are being considered.

A copy of your March 31 letter has been sent to the Regional Engineer, Mr. J. B. Boyd, and I suggest you supply the proper supporting information as to the basis and the money amount of the adjustments you seek to that office or to the Resident Engineer. I am sure they will make themselves available for further discussion with you aimed at resolving these matters.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
J. B. Boyd (enc.)

JAB:fw ja

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 7, 1972

TO Mr. A. E. Johnson
Assistant State Highway Engineer

RECEIVED
APR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FROM C. T. Keasey, Construction Engineer
By
John A. Bond, Construction Administration Engineer

SUBJECT Assignment 527-AEJ
Dudlee Hill-Blodgett Section
Contract No. 7353

Your assignment requests information regarding the third item in Zimmerly's letter of March 31. This third item requests again the return of $12,600 liquidated damages.

Two requests for time extension have been formally considered and acted upon by the Highway Commission. Eight days were approved on the first request for added clearing. Three days more were approved on the second request but for the same reason. The second request was considered by the Highway Commission at the February 22 meeting, and after allowing for the total of 11 days extension, there are 60 days liquidated damages remaining for $12,000. We tried to get 16 days more extension, but FHWA would not approve.

Two of the contractor's reasons for time extension are also involved in the claim matters which are not yet resolved. As indicated in my February 14 letter to you, some additional time extension, even if it has to be non-participating, may be recommended in order to achieve an overall settlement of all claims.

Apparently the purpose of the contractor's March 31 letter is to assure compliance with notice requirement of the specs and not lose any bargaining position by default. I attended a meeting on these matters in the Region office with the contractor February 11. The one particular point we note from his latest letter of March 31 is that it does not list a watering claim. This would indicate he may have dropped it and this would help us move towards agreement as we did not find any merit in the watering claim.

We are agreeable to adjustment on the other two items and are only involved in the money question. It may be difficult to get FHWA concurrence on one part since they would not approve the time associated with it. We have done some further analysis and have had some conversations with them only this week and also with the Region office, so I have hopes that a settlement is evolving. It will depend mostly on the contractor's attitude.

JAB:fw
Enc.

PAUL ZIMMERLY ROAD CONSTRUCTION
7511 N.E. 61st Avenue • Phone 695-3446
VANCOUVER, WASHINGTON 98661

March 31, 1972

Routing
Keesey RECEIVED Pease
Bond Glenn
Walker APR 5 1972 Litchfield
Johnsen CONSTRUCTION SECTION Berg

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: State Highway Engineer

Re: Contract No. 7353 - Dudlee Hill-Blodgett Section, Corvallis-Newport Highway

Dear Sir:

We have previously returned the final estimate payment voucher, based upon the final estimate dated January 5, 1972, with reference to the above-described contract.

Pursuant to the provisions of Section 109.15 of the Standard Specifications For Highway Construction-1970, contractor claims the following errors and omissions in the final estimate dated January 5, 1972:

1. Item No. 3, Clearing and Grubbing. Substantial additional clearing and grubbing was directed, for which payment has not been made. For this work, additional payment is due in the sum of $44,976.00.

2. Item No. 7, General Excavation. A slope design change was effected between Station 1880 + 00 and Station 1892 + 00. As a result of this design change, approximately 21,700 cu. yds of additional excavation, almost exclusively rock materials, were required . Our costs were thereby substantially increased. As a result of the slope design change, the additional excavation and the resulting increased costs, contractor is entitled to additional payment for general excavation in the sum of $22,207.78.

3. Remission of Liquidated Damages. The contractor is entitled to an extension of time beyond that which has been allowed to date. Work days were charged against the contract time when they should not have been so charged. Contractor is entitled to additional payment in the sum of $12,600.00.

We would welcome an opportunity for an informal conference in Salem with respect to these matters.

Very truly yours,

PAUL ZIMMERLY ROAD CONSTRUCTION

By Paul Zimmerly

cc - Mr. L. L. MacIntyre
cc - Kobin & Meyer

RECEIVED
APR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1972
FOR FILING

7353

March 14, 1972

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $400 will be made to Paul Zimmerly dba Paul Zimmerly Road Construction on Contract No. 7353 for work on the Dudlee Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,635,939.61 including the post-final payment. Of the total $12,212.50 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Paul Zimmerly dba Paul Zimmerly
Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Kerr
J. B. Boyd

RECEIVED
MAR 22 1972
FOR FILING

7353

11
~~#12~~

February 25, 1972

Paul Zimmerly dba
 Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

Gentlemen:

482

The State Highway Commission on February 22, 1972, considered your second request for a time extension from 370 to 464 workdays on Contract No. 7353 for work on the Dudlee Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County.

In light of the available facts and the provisions of the Contract, the Commission granted an extension of 3 days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

bc F. D. Morgan
V. E. Skoog
J. B. Boyd
L. L. MacIntyre
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 19, 1972

In reply refer to: 10-35-DC

FROM : for G.K. Hossner R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-150(12)
Dudlee Hill-Blodgett Section
Corvallis-Newport Highway
Contract No. 7353

Routing
Kappey
Bond
Walker
Johnson
RECEIVED
JAN 25 1972
CONSTRUCTION
SECTION
Peare
Glenn
Litchfield
Berg

I concur in converting the 8 workdays for added clearing work as approved in my August 30 letter to 11 calendar days as explained in your December 20 letter.

I do not agree with the approach used to arrive at the proposed 11-calendar day extension for the overrun of foundation excavation.

It appears that excavation and embankment construction was the critical operation during the time period in which the extra embankment foundation excavation was being performed. Your letter indicates that this critical operation closely followed the embankment foundation excavation in several areas. A review of project records indicate that the excavation and embankment operations were not curtailed due to the extra embankment foundation excavation although some inconvenience in choice of embankment construction areas may have occurred.

Since the major or critical construction operation was being performed concurrently with the extra foundation excavation, I do not concur in a time extension equal to the time required to perform the extra foundation excavation.

1-21-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 20 1972
FFICE OF
HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

PAUL ZIMMERLY ROAD CONSTRUCTION
7511 N.E. 61st Avenue • Phone 695-3446
VANCOUVER, WASHINGTON 98661

24 September 1971

Mr. L.L. MacIntyre
Resident Engineer
Oregon State Department of Highways
3700 Philomath Road
Corvallis, Oregon

Subject: Dudlee Hill-Blodgett Section, Corvallis Newport Highway. Contract No. 7353
Extension of contract Time.

Dear Sir,

Enclosed herewith form E-320, Contractors Request for Increase in Number of Workdays to Complete Construction Contract. Enclosed also data to substantiate our request for an extension of contract time.

In our letter of 16 September 1971 we listed Item 3 with an estimated contract final price of $127,500.00, we have now finalized this amount to be $177,776.00 and have adjusted our request for an extension of time accordingly.

We feel the attached request is justified in every respect and we appreciate your early attention to this matter.

Sincerely yours,
Paul Zimmerly Road Construction

Paul Zimmerly
Owner

PZ/jsc

cc: Vancouver Office
Job File
Jay B. Boyd, Regional Engineer

Attachments: 5 each signed copies backup data and for E-320.

PAUL ZIMMERLY ROAD CONSTRUCTION
7511 N.E. 61st Avenue • Phone 695-3446
VANCOUVER, WASHINGTON 98661

24 September 1971

Mr. L.L. MacIntyre
Resident Engineer
Oregon State Department of Highways
3700 Philomath Road
Corvallis, Oregon

Subject: Dudlee Hill-Blodgett Section, Corvallis Newport Highway. Contract No. 7353
Extension of contract Time.

Dear Sir,

Enclosed herewith form E-320, Contractors Request for Increase in Number of Workdays to Complete Construction Contract. Enclosed also data to substantiate our request for an extension of contract time.

In our letter of 16 September 1971 we listed Item 3 with an estimated contract final price of $127,500.00, we have now finalized this amount to be $177,776.00 and have adjusted our request for an extension of time accordingly.

We feel the attached request is justified in every respect and we appreciate your early attention to this matter.

Sincerely yours,
Paul Zimmerly Road Construction

Paul Zimmerly
Owner

PZ/jsc

cc: Vancouver Office
Job File
Jay B. Boyd, Regional Engineer

Attachments: 5 each signed copies backup data and for E-320.

PAUL ZIMMERLY ROAD CONSTRUCTION
7511 N.E. 61st Avenue • Phone 695-3446
VANCOUVER, WASHINGTON 98661

Sheet 1 of 2

Dudlee Hill-Blodgett
Contract 7353
Extension of Contract Time

ITEM	ITEM NO.	DOLLAR NET AMOUNT	ESTIMATED DOLLAR FINAL AMOUNT
Clearing & Grubbing	3	102,000.00	177,776.00
Ditch Excavation	4	297.50	5,287.00
Emb. Found. Excavation	6	61,943.75	99,333.75
General Excavation	7	635,040.00	640,800.00
Trench Excavation	9	8,406.00	15,753.00
Fin. Roadbed & Slopes	10	6,000.00	8,100.00
18" Culvert Pipe	24	4,922.80	8,537.40
6" Drain Pipe	33	11,825.00	19,475.00
8" Drain Pipe	34	27,673.60	32,377.60
12" Drain Pipe	35	4,788.00	10,674.40
Special Filter Material	36	15,024.00	21,168.00
Loose Riprap Cl. 700	43	10,540.00	20,024.00
Roadside Seeding	46	2,520.00	4,320.00
Roadside Mulching	47	8,400.00	14,400.00
TOTALS		899,380.65	1,078,026.15

New estimated net contract amount	1,703,684.83
Net contract amount as bid	1,525,039.33
Overrun in Dollars above items	178,645.50
Percent overrun dollars	11.71

Increased number of calendar workdays required to complete contract:

11.71 % X 370 = 43.33 Calendar Workdays plus amount for strike as listed below.

ITEM	ITEM NO.	QUANTITY	DOLLAR AMOUNT
General Excavation	7	9,000 CY	5,400.00
TPD Traffic	2	15 %	1,350.00
Coarse Aggregate Base	13	1,500 Ton	6,330.00
3/4-0 Aggregate Base	14	300 Ton	1,386.00
Lime Treated Subgrade	15	10,500 SY	1,890.00
Lime for Treat. Subgrade	16	118 Ton	4,071.00
Cement Treated Base	17	4,000 Ton	18,000.00
Portland Cement	18	240 Ton	7,800.00

The above quantities are estimated and do not in any way indicate the final quantity.

PAUL ZIMMERLY ROAD CONSTRUCTION
7511 N.E. 61st Avenue • Phone 695-3446
VANCOUVER, WASHINGTON 98661

Sheet 2 of 2

Extension of Contract Time (Continued)

ITEM	ITEM NO.	QUANTITY	DOLLAR AMOUNT
Class B Asphalt	20	17,700 Ton	110,500.00
Asphalt Cement	21	1,007 Ton	35,245.00
Concrete Inlet G-1	31	15 EA	3,150.00
Concrete Inlet G-2M	32	2 EA	640.00

Strike Dollar Amount 195,762.00

Percent Net Contract Amount 12.84

Calendar Workdays lost due to strike from 8-13-71 to 9-7-71 = 12.74 % X 370 = 47.50 Calendar Workdays.

Including other reasons the total extension of time requested is as follows:

Shutdown over labor day weekend	4 Calendar Workdays
Overrun from net contract amount	43 Calendar Workdays
Time lost due to labor strike	47 Calendar Workdays
Total Time Extension	94 Calendar Workdays

RECEIVED
FEB 17 1972
FOR FILING

F-150(12)

7353

February 16, 1972

Oregon State Highway Commission

Request for Extension of Time
No. 12
February 22, 1972 Meeting

Gentlemen:

Paul Zimmerly Road Construction has made a second request for contract time extension on the Dadlee Hill-Blodgett Contract No. 7353 on the Corvallis-Newport Highway in Benton County. The contractor again cites some selected quantity overruns, an alleged labor strike and an ordered shutdown over Labor Day. At your September 8, 1971 meeting, you approved an 8-day extension because of an overrun in the clearing work.

There were actually some underruns as well as overruns and the extent of the overruns is not as large as set forth by the contractor who uses only the net plan quantities instead of the gross contract amount to which the unit bid items apply. This reason has been reviewed again with the Federal Highway Administration which approves only the extension which has already been granted for added clearing, but expanded by 3 days to convert the 8 days to calendar days. The alleged strike was not clearly a strike situation, but a labor dispute involving a non-union contractor. Significant work was accomplished on the project during the time in question and extension cannot be recommended on that reason. The ordered shutdown over Labor Day weekend has already been recognized and time was not counted against the contract allotment.

The contract was completed November 13, 1971 with 63 days liquidated damages accrued at $200 per day or $12,600 after giving effect to the 8-day extension already granted. I recommend an additional

3-day extension for the clearing work. We have the concurrence of the Federal Highway Administration. This will leave 60 days and $12,000 liquidated damages in effect.

This matter will be on the agenda for your consideration at the February 22, 1972 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
Gary Ross
Gary Sund
F. D. Morgan
V. E. Skoog
L. H. Young
J. B. Boyd

JAB:fw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7353 Contractor Paul Zimmerly Road Construction

Highway Corvallis - Newport

Section Dudlee Hill - Blodgett

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 3 days additional extension because of the added clearing work to expand the 8 days already granted to calendar days.

Contract No.	7353
Project designation (State-Federal)	F-150 (12)
Date awarded	May 14, 1970
Work started	June 1, 1970
Per cent completed	95% 10-16-71 (Date)
No. of Calendar Workdays Allowed	370+8
No. of Calendar Workdays Used	405 as of 10-16
No. of Added Calendar Workdays Requested	94-8

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Project Engineer~~

Asst State Highway Engineer

SP*8286-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 24, 19 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 370 days to 464 days, within which to complete our Contract No. 7353, without the assessment of liquidated damages. The said contract is described as follows:

Dudlee Hill-Blodgett Section Corvallis Newport Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As per backup data attached.

Respectfully submitted,

Paul Zimmerly Road Construction
Contractor

By Paul Zimmerly
Paul Zimmerly, Owner

CONSENT OF SURETY

Date OCT 7 1971, 19

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol L. Bernard
Attorney-in-fact

(SEAL)

J C Beeson
NON- Resident Agent

JAN 20 1972

FOR FILE

F-150(12)

1353

January 20, 1972

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $73.85 will be made to Paul Zimmerly dba Paul Zimmerly Road Construction on Contract No. 7353 for work on the Dudlee Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,634,909.61 including the post-final payment. Of the total $12,212.50 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Paul Zimmerly
  dba Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

Frank Morgan
Walt Hart
V. E. Shoog
  Attn: John Kerr
J. B. Boyd

RECEIVED
JAN 24 1972
FOR FILING

F-150(12)
7353

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: January 19, 1972

In reply refer to: 10-35-DC

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-150(12)
Dudlee Hill-Blodgett Section
Corvallis-Newport Highway
Contract No. 7353

I concur in converting the 8 workdays for added clearing work as approved in my August 30 letter to 11 calendar days as explained in your December 20 letter.

I do not agree with the approach used to arrive at the proposed 11-calendar day extension for the overrun of foundation excavation.

It appears that excavation and embankment construction was the critical operation during the time period in which the extra embankment foundation excavation was being performed. Your letter indicates that this critical operation closely followed the embankment foundation excavation in several areas. A review of project records indicate that the excavation and embankment operations were not curtailed due to the extra embankment foundation excavation although some inconvenience in choice of embankment construction areas may have occurred.

Since the major or critical construction operation was being performed concurrently with the extra foundation excavation, I do not concur in a time extension equal to the time required to perform the extra foundation excavation.

1-21-72
REFERRED TO
Al
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 2[illegible] 1972
OF
HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 1 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

F-150(12)

7353

DATE: January 11, 1972

In reply refer to: 10-35-EC

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

FROM : for J. K. Hosner
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-150(12)
Dudlee Hill - Blodgett Section, Corvallis - Newport Highway
State Force Order No. 8
Total Estimated Amount of the Order - $2,500
Federal Participation - $1,500

To Const. 1-13-72

Reference is made to your letter dated December 31 concerning subject order.

The use of State forces is approved as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is attached.

Enclosure
State Force Order No.8

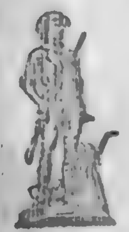
1-13-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-100—5M

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 12-20-71
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hossner
TITLE Dist. Engineer
DATE 1-11-72
Order No. 8
FEDERAL HIGHWAY ADMINISTRATION

Project Name Dudlee Hill - Blodgett ✓ Date December 20, 1971

Highway Corvallis - Newport ✓ Contract No. 7353 ✓ F. A. Project No. F-150(12)

County Benton ✓ Prefix 2-1073 ✓ Account No. 231-08

Description of Work To Be Done: Install horizontal drains under surfacing.

Location by Station Numbers: Throughout project.

Estimate of Quantities and Costs:

Material	1,000.00
Labor	1,000.00
Equipment	500.00
Total	$2,500.00 ✓

Explanation: To remove pressurized moisture now bleeding thru the surfacing on completed project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $2,046,949.08

Present estimate of project cost, including $2,500.00 for work under this order $2,046,949.08

Expected under-run / over-run (amount) . . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: J.L. MacIntyre Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer.

Approval Recommended: Reg. Const ~~Division~~ Engineer

Approved: R. D.
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~ or
Office Engineer

Program and Planning

RECEIVED
JAN 1[illegible] 1972
FOR FILING

F-150(12)
7353

January 11, 1972

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On January 4, 1972, we wrote to you concerning release of final payment on Contract No. 7353 awarded to Paul Zimmerly dba Paul Zimmerly Road Construction for grading and paving on the Dudley Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County.

Final payment on this contract is $81,972.91 and the total contract amount is $1,634,835.76 including $12,138.46 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Paul Zimmerly
dba Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Hoerr
J. B. Boyd

F-150-(12)
7353

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: DUDLEE HILL - BLODGETT
WEEK ENDING: January 8, 1972
SECTION PREFIX: 2-1073
HIGHWAY: Corvallis - Newport
COUNTY: Benton
NAME OF JOB: Dudlee Hill - Blodgett
KIND OF WORK: Grading and Paving
CONTRACTOR: Paul Zimmerly Road Construction
CONTRACT NUMBER: 7353
FEDERAL AID PROJECT NUMBER: F-150(12)
DATE OF CONTRACT: May 14, 1970
DATE WORK STARTED: June 1, 1970
ESTIMATED COMPLETION DATE: November 13, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS / SPECIFIED CALENDAR ~~DAYS~~ work: 370
WORK DAYS USED / CALENDAR ~~DAYS USED~~ work: 433
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 117
PROJECT AUTHORIZATION: $2,046,949.08
EXCLUSIVE OF ENGINEERING: $1,901,388.26
ENGINEERING AUTHORIZATION: $145,560.82
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,901,388
ENGINEERING COST TO DATE: $160,000
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 110 %
DATE PROJECT WAS COMPLETED: November 13, 1971

PROJECT COMPLETED - SEMIFINAL ESTIMATE SUBMITTED TO REGIONAL OFFICE December 1, 1971.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. Agg.
100	100	100	100	100	100

	GRADING	SURFACING		Cem. Tr. Base	PAVING
MILES IN PROJECT	2.36	2.36	0	2.36	2.36
MILES PARTIALLY COMPLETED	2.36	2.36	0	2.36	2.36
MILES COMPLETED	2.36	2.36	0	2.36	2.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,219,500 cy	10,590 ton	55,500 ton	31,400 ton	19,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	1,149,751 cy	6,860 ton	50,000 ton	30,605 ton	19,715 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,149,751 cy	6,860 ton	50,000 ton	30,605 ton	19,715 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	TIME EXPIRED - PROJECT COMPLETED				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	Fair			
TUESDAY	Partly Cloudy			
WEDNESDAY	Partly Cloudy			
THURSDAY	Partly Cloudy			
FRIDAY	Cloudy & Showers			
SATURDAY	Showers (est)			

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
JAN 10 1972
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending January 8, 1972.

REMARKS

Project completed - Semifinal estimate and some supporting data submitted to Regional Office on December 1, 1971.

Some survey data yet to be submitted. As Constructed plans submitted to Regional Office on January 6, 1972.

G.W. Wimer, Regional Construction Engineer and Tom Lowe, FHWA visited project on Wednesday, January 5, 1972.

FINAL CONSTRUCTION REPORT.

SIGNED ____ LOCATION Corvallis
L.L. MacIntyre, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Form E-[illegible]

F-150 (12)
7353

STATE COPY

G-117

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 1-5-72
Contingent upon modification of project agreement if additional funds are required
BY D. K. H[illegible]
TITLE Dist. Engineer
DATE 1-[illegible]
FEDERAL HIGHWAY ADMINISTRATION

Project Name Dudlee Hill - Blodgett
Date [illegible] 19 72
Highway Corvallis - Newport
Contract No. 7353
County Benton
Prefix 2-1073
Contractor Paul Zimmerly Road Construction
F. A. Project No. F-150(12)
Address 7511 NE 61st Ave., Vancouver Washington 98661
Order No. 1 - Supplemental

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Flagging, State share.

NOTED
A. E. JOHNSON

RECEIVED
JAN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers: Throughout project.

Estimate of quantities and cost:

Original Project Authorization	$3,000
New Total	3,800
Net amount of supplement	$ 800

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Supplement to Order #1 - overrun of original anticipated allowance.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,046,949.08
Present estimate of project cost, including $800.00 for work under this order	$2,046,949.08
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: L. L. MacIntyre Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved: R. H. [illegible] ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~

SP*23377-734

RECEIVED
JAN 5 - 1972
FOR FILING

F-150 (12)
7353

January 3, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 13, 1971 on Contract No. 7353. The contract was with Paul Zimmerly Road Construction and was for grading and paving on the Dudlee Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 3, 1972, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Tom Edwards
State Highway Engineer

VG:js

cc: Floyd Query
George M. Baldwin
Fred Klaboe
E. S. Hunter
Gary Ross
G. L. Bund
L. E. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
J. B. Boyd

RECEIVED
JAN 5 1972

FOR FILING

F-150 (12)
7353

December 31, 1971

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Federal-aid Project
No. F-150 (12)

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 8, Contract No. 7353, covering installation of horizontal drains on the Dulles Hill - Blodgett Section of the Corvallis - Newport Highway in Benton County.

Horizontal drains will be installed under the surfacing on this project to remove pressurized moisture which is bleeding thru.

The contractor is neither properly equipped nor staffed to perform this work. The State has the necessary special equipment and trained personnel to perform this work most economically.

The estimated cost of this work is $2,500.00 with Federal participation in the amount of $1,500.00

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Engr. Coord. December 29, 1971.

Your approval as of December 29, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Program and Planning Engineer

RGW:alc

RECEIVED
DEC 21 1971
FOR FILING

F-150(12)
7353

December 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Dudlee Hill-Blodgett Section
Corvallis-Newport Highway
Oregon Project F-150(12)
Contract No. 7353
Request for Time Extension

Under date of August 30, you concurred in an 8-day calendar-day extension in the contract time because of added clearing work.

The contractor has now made a second request for time extension based on time-money comparison of overruns in certain contract quantities, and a time-money comparison derived from a period of labor trouble on the project wherein informational pickets were on the site. At this point, we do not agree with the contractor's approach on either of these reasons but this does cause us to review the most significant quantity overruns, particularly the embankment foundation excavation which was a part of the first request.

This item overran some 25,000 yards or 46 percent. The related underdrain items also overran significantly. Six-inch drain pipe overran 2,590 feet or 50 percent; 12-inch drain pipe overran 1,300 feet or 103.4 percent; and trench excavation overran 2,180 cubic yards or 70.4 percent. The embankment foundation excavation and a majority of the drain work are early items that have to be accomplished ahead of embankment placement.

Most of the embankment foundation was accomplished between July 11 and August 22, 1970. In reviewing the project records, we note that grading or embankment operations followed soon after the foundation excavation. For instance, foundation excavation was under way the week of July 18 from Station 1977 to 1982; grading was in progress within this same area the next week. Embankment foundation and perforated pipe work was in progress during the weeks of August 1 and August 8 in the vicinity of Station 1961 and grading commenced immediately thereafter. Embankment foundation was in progress during the week of August 15 from Station 1951 to 1955, followed by grading within these limits the next week.

We realize there is no clear record of delay to the embankment work, but believe it is significant that when the areas were available, embankment work started soon. The weeks referred to here were the prime part of the grading season and the period when major grading work has to be accomplished on almost any project in western Oregon.

We therefore believe it reasonable to recognize the overrun in preparing foundation areas as reason for extending time. The Resident Engineer derived an average rate of embankment foundation production of over 25 working days of 3,150 cubic yards per day. On this basis, the overrun quantity would represent 8 workdays, or 11 calendar days as the liquidated damages are counted. We ask your reconsideration and concurrence in an 11-day extension on the above basis.

The 8 days which you have already approved should really be on a calendar-day basis also or 3 additional days, for a total of 11 on that reason. We therefore respectfully seek your concurrence in an additional 14-day extension of time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
F. D. Morgan
J. B. Boyd

JAB:fw ja

FORM E-20

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1971

SUBJECT: Dudlee Hill-Blodgett Section
Contract No. 7353
Second Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Paul Zimmerly Road Construction has made a second request for contract time extension. An earlier request was considered at the September 8 meeting at which time an 8-day extension was granted. This was for added clearing work and was all the Federal Highway Administration would approve (the contractor had requested 30 days). The contractor's new request is based on quantity overruns, alleged strike time, and a Labor Day shutdown. This latter reason is superfluous in that there was a shutdown order over the Labor Day weekend and the time is not included in the liquidated damages assessed. The project was completed November 13, 1971 with 63 days liquidated damages at $200 per day for $12,600.

The contractor uses some unusual (and unacceptable) methods in his time-money analysis on the other two reasons. He only uses net quantities rather than the full contract quantities which we ordinarily use and believe are valid. He then only talks about the overruns and in no way recognizes any compensating underruns and there were significant underruns on the project. The overall contract amount underran 1.8 percent. The job is relatively "clean" as far as changes go with only four Price Agreements and three Extra Work Orders adding significant work.

In the second part of his request concerning the time lost due to an alleged strike, the contractor seems to be trying to make us believe that the 25 days which elapsed between August 13 and September 7, 1971 were really the equivalent of 47-1/2 days. In the first place, this was not a true strike situation. There has been an intermittent labor problem on this and other projects involving Morse Brothers who subcontracted certain surfacing work here. Actually, during this interval of time, significant progress was made by the subcontractor with some 8 percent of the overall contract amount accomplished.

In all fairness, I still believe the embankment foundation overrun and the related perforated pipe overrun do justify some time extension which we recommended to the Federal Highway Administration on the first request. The 8 days that they did approve are not quite technically correct in that they should have been expanded by 7/5ths. I therefore suggest we again approach the Federal Highway Administration elaborating on the significant overruns but that the two new reasons advanced by the contractor be rejected. A new letter to the Federal Highway Administration on the above basis is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1971
FOR FILING

Salem, Oregon
December 10, 1971

MEMO TO THE FILES

F-150 (1F)
7353

RE: Pavement Discoloration from Lime
or Cement Seepage Through A.C.
Dudlee Hill-Blodgett Section
Corvallis-Newport Highway
Contract No. 7353

Attached are photos of pavement discoloration due to seepage of lime or cement in solution through the asphalt concrete pavement.

The discoloration has occurred on both sides of the Dudlee Hill Summit and is noted to be the most prevalent in curves and on steeper grades. At the present time, it is thought that water is migrating on top of the lime treated subgrade and building up pressure, then going through the 4-inch cement treated base and then through the 4 inches of asphalt concrete pavement in areas where it finds it can penetrate through. Mainly, these areas are at longitudinal joints; however, this is not altogether true as is shown on Photo No. 6 where the solution has come through the A. C. panel itself.

It appears that the rains and traffic use are eliminating some of the discoloration.

Resident Engineer MacIntyre is investigating this situation, will drill cores as necessary, and try to determine exactly what has occurred. He will submit a report as soon as the investigation is finished.

John H. Walker
Quality Control and Training Engineer

JHW:fw
Attach.
cc A. E. Johnson

NOTED
A. E. JOHNSON

RECEIVED
DEC 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1971
FOR FILING

STATE COPY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

F-150(12)
7353

NOTED
A. E. JOHNSON

December 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project No. F-150(12)

cy Construction
Prog. & Plan
12-14-71

Johnson

Dear Sir:

All work under Contract No. 7353, Dudlee Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County, was completed on November 13, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

RECEIVED
DEC 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer

By R. D.
For
L. H. Young
Program and Planning Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date 12-8-71

Conditions noted on above date:

None.

G. K. Hossner
for R. E. Simpson
Division Engineer

JRSchultz/eb

Form E-123

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

OFFICE OF THE ADMINISTRATOR

NOV 4 1971

CC-30

Johnson (info)

NOTED
A. E. JOHNSON

#7353

#7492

Honorable Wendell Wyatt
House of Representatives
Washington, D.C. 20515

Dear Mr. Wyatt:

Subject: Oregon Highway Projects F 150-(12) and F 222-(7); Paul Zimmerly Road Construction Company, Contractor; Joseph Lamberty, d/b/a JATE'EL Co., Crushed Rock Supplier; Contract Labor Standards

This has reference to Mr. Bruce Starker's letter addressed to the project Resident Engineer for the Oregon State Highway Department on September 27, 1971, a copy of which was attached to your communication to this Administration dated October 22, 1971. As you requested, the copy of Mr. Starker's letter which was furnished is enclosed herewith.

Mr. Starker was apparently concerned lest the quarrying operations being conducted on his land by Mr. Joseph Lamberty should be considered subject to the contract labor standards applicable to on-site highway construction work being performed by the Paul Zimmerly Road Construction Company. We have been assured by our regional office at Portland, Oregon, that the Oregon State Highway Department, after having secured the necessary information, determined that Mr. Lamberty's operations were not subject to the construction contract labor standards. As this determination coincides with Mr. Starker's own view, no further question should remain.

We are pleased to Have this opportunity to be of service to you.

Sincerely yours,

R. R. Bartelsmeyer
Deputy Administrator

NOTED
TOM EDWARDS

Enclosure

[illegible] IVED
NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STARKER FORESTS

7240 SW PHILOMATH BOULEVARD
CORVALLIS, OREGON 97330
TELEPHONE (AC 503) 929-3877

27 September 1971

Mr. L. L. MacIntyre
Oregon State Highway Dept.
Resident Engineer
3700 S.W. Philomath Blvd.
Corvallis, Oregon 97330

Dear Sir:

Your office requested information relative to the status of Joseph Lamberty, doing business as JATE'EL Co. --- that is, whether he is a sub-contractor or supplier of rock to the current highway work being done by Paul Zimmerly Road Construction Co. of Vancouver, Washington.

1. In my view crushed rock or other rock delivered to a job site or produced ready for transport is a commercial commodity negardless of other circumstances. Contrary views are probably illegal and unconstitutional and certainly contrary to the public interest. If the Bureau of Public Road regulations conflict they should be changed.

2. Mr. Lamberty is a commercial rock producer, having been in the business for 20 years or so. For a while he used the name of Chambers and Lamberty, but always he was the dominant knowledgeable member of the firm. He has produced rock from his operations to a large number of customers including State and Federal agencies or their contractors, the County and many loggers, mills and others, besides retail sales for driveways, fills, or sanitary systems.

3. The quarry currently used is on my land and was opened up and used prior to the present Zimmerly highway jobs, partly by loggers and partly by Mr. Lamberty. The access or haul road was in, face developed, area scalped and there was loose shot rock on the floor of the quarry.

4. He has continually supplied others---retail and logger, and my own needs during the course of the current Zimmerly job. Some of the larger or repeat customers have been: C. Marstal, Ray's Septic Tank Service, Northside Lumber Co., Paul Barber Hardwoods, Ed Jorgersen, Richard Gassner, L. B. Cook, Paul Zimmerly Construction yard, Hoskins Lumber Co. plus several Starker Forests roads. Otheres include Bill Chiton, F & S Logging, Bielman Logging, and Demaris Bros. George Neuman, E. C. Allworth, Alderwood Mfg., Cecil Young, Larry Bell, R. Foltz, C. Poland, Jack Hulery, C. Wischnofsky, Consumers Power, Ed. Howard, Corvallis Sand & Gravel, Bill Longyears, Bob Evans, Leo Pompe etc. etc.

Very truly yours,

✓ c.c. Wendell Wyatt

RECEIVED
OCT 11 1971
FOR FILING

F-150(12)
7353

#11

September 10, 1971

Paul Zimmerly
7511 N. E. 61st Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission at its meeting on September 8, 1971, considered your request for an extension of time of 30 days on Contract No. 7353 for work on the Dudlee Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 8 calendar workdays without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
V. E. Shoog
J. B. Boyd
L. L. MacIntyre
Federal Highway Administration

fkn:kl:dr

RECEIVED
SEP 2 - 1971
FOR FILING

F-150(12)

7353

September 1, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 11
September 8, 1971 meeting

Gentlemen:

Paul Zimmerly Road Construction, contractor on the Dudlee Hill-Blodgett grading and paving contract on the Corvallis-Newport Highway in Benton County, Contract No. 7353, has requested a 30-day extension of time citing alleged overruns on four contract bid items, plus inclement weather.

One significant bid item overrun justifies some time extension. About 13 acres of clearing has been added and justifies eight days. The other three reasons cited by the contractor are not believed valid for extension at this time. Further information may be developed for reconsideration later.

I recommend at extension of eight calendar workdays. This will expire about September 8, 1971. This is a Federal-aid Primary project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the September 8 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
J. B. Boyd

JAB:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7353 Contractor Paul Zimmerly Road Construction

Highway Corvallis-Newport Highway

Section Dudlee Hill-Blodgett Section

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 8 days for added clearing, 8 days for overrun in Embankment Foundation Excavation and 3 days for revised summit cut section in lower production work, which totals 19 workdays which expands to 27 calendar workdays.

Recommended for Approval:

Division Engineer

John Bond
for Construction Engineer or
~~Bridge Engineer~~

A C Johnson
State Highway Engineer

SP [illegible]

Contract No. 7353

Project designation Fed. Aid Proj. F-150(12)
State-Federal

Date awarded May 14, 1970

Work started June 1, 1970

Per cent completed 47% 6-26-71
Date

No. of Calendar Workdays Allowed 370

No. of Calendar Workdays Used 305 as of 6-26-71

No. of Added Calendar Workdays Requested 30 [illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 24, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 370 days to 400 days, within which to complete our Contract No. 7353, without the assessment of liquidated damages. The said contract is described as follows:

Dudley Hill-Blodgett Section Corvallis-Newport Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As per letter attached.

Respectfully submitted,

Paul Zimmerly Road Construction
Contractor

By Paul Zimmerly

CONSENT OF SURETY

Date June 1, 1971

We, U. S. FIDELITY AND GUARANTY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol L. Berson
Carol L. [illegible] Attorney-in-fact

(SEAL)

J C Beeson
Resident Agent
J. C. Beeson

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: August 30, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-150(12)
Dudlee Hill - Blodgett Section
Corvallis - Newport Highway

Your letter of July 13 requests our concurrence in allowing a time extension on the subject project.

As explained below, my concurrence is limited to only part of your recommended extension.

1. I concur in eight (8) calendar days for the extra 13 acres of clearing.

2. Although it took about eight (8) days to perform the quantity of excavation in excess of the contract amount, other contract work was done concurrently. It does not appear that the extra foundation excavation was a critical operation, i.e., the sequence of construction was not stopped or unreasonably impaired.

   Unless it can be shown that the sequence of construction was affected, I cannot concur in the time extension.

3. Since the total excavation on the project is not expected to overrun, I do not concur in a time extension for the overrun of excavation in one specific area.

RECEIVED
AUG 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 8-30

Routing 2-1073

RECEIVED
JUL 1 1971
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1971

SUBJECT: Time Extension Request
Dudlee Hill-Blodgett Section
Corvallis-Newport Highway
Contract 7353

To: F. D. Morgan
CONSTRUCTION ENGINEER

Attached is Paul Zimmerly Road Construction's formal request for a 30 calendar workday time increase from 370 to 400 calendar workdays. Zimmerly's May 24, 1971 letter mentioned in the formal request is also attached as well as a June 23 analysis by L. L. MacIntyre and his supporting June 10, 1971 memo to the files. MacIntyre did a very good job of analyzing item by item the basis for Zimmerly's request. In the process he can justify a 12 calendar workday increase. I would go slightly further as follows:

Item	Remarks	Calendar Workdays Recommended
Clearing & Grubbing #1	The 8 calendar days recommended by MacIntyre should be allowed.	8
Embankment Foundation Excavation #2	MacIntyre recommends the 8 calendar workdays involved on a 50% rate based on other grading being done simultaneously. If the contractor had not done the grading simultaneously, we would have allowed the full 8 days which I recommend.	8
General Excavation #3	MacIntyre is certainly correct that there is no overrun in this item. However, we have gone outside of the typical section by 21,700 cu. yards. This was all in widening the Summit cut in siltstone. Progress was slow, approximately 8,000 cubic yards per day. Recommend 3 days.	3

Item	Remarks	Calendar Wordays Recommended
Perforated Pipe Subdrains #4	At this time there is not an overrun so time cannot be recommended. Should however, the job overrun the present request and this item overrun the presently estimated 13%, then sometime would be justified.	0
Inclement Weather #5	Inclement weather is not a basis for a time extension. Besides, weather didn't interfere with this project that much.	0
	TOTAL	19 days

R. D. Asburry
REGIONAL ENGINEER
by
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc
Attachs.
cc: L. L. MacIntyre

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon
June 23, 1971

SUBJECT: Contract 7353
Dudlee Hill-Blodgett Section
Corvallis-Newport Highway
Request for Contract Time Extension

To: Mr. R.D. Asburry
Regional Engineer
East Salem Highway Building
Salem, Oregon

Attention G.Wimer, Regional Construction Engineer

Attached herewith is a formal request by Paul Zimmerly Road Construction for a time extension on the subject project.

His attached letter sets out certain items for which extra work was required and by his opinion, justifies the time extension.

1. Item 3, Clearing & Grubbing - Clearing was performed to within 10 feet of R/W in many instances. Due to work needed to be done for embankment foundation excavation, perforated pipe subdrains, and cutoff ditches covered by Price Agreement #1. Unfortunatly Price Agreement #1 did not take into consideration extra clearing and grubbing involved. The total extra clearing is computed at 13.2 acres (see attached memo to file). 75.91 acres is the area cleared for total construction work. The time involved to do this work was 44 days or an average of 1.73 acres per day. The additional 13.2 acres could have taken 8 extra days.

2. Item 6, Embankment Foundation Excavation - the original bid quantity was 54,500 C.Y. Price Agreement #1 was written for 80,000 C.Y. to replace and delete item #6. The present measured quantity by our present computation is 78,730 C.Y. which is now an increase of 24,230 C.Y. or a 0.44 percent increase. According to our inspector's reports, the embankment foundation excavation work covered a period of 25 working days for an average of 3,150 C.Y. per day. This could account for 8 extra days to cover the overrun had it been the only item being worked upon at the time, however, as it was done concurrently with the grading work, etc., a judgement allowance of 4 additional days could be in order. 73,480 C.Y. of this foundation excavation was done for fill foundation improvement and 5,250 C.Y. was done to construct cutoff ditches above and outside of cut slopes.

3. Item 7, General Excavation - general excavation bid quantities were 1,165,000 C.Y., our present estimate of quantities to be moved for the completed item is 1,060,000 C.Y.. One of the reasons for this being an underrun is an apparent swell in the stony material taken out of the cut. This being a somewhat different result than the 13½ percent shrink factor used in the estimate. There appears to be no quantity overrun on this item.

4. Perforated Pipe Subdrains - the combindd bid quantity for 6 inch, 8 inch, and 12 inch perforated drains is 15,950 Lin. Ft.. The corrected estimate for the combined totals is 18,000 Lin. Ft.. Pipe installed todate is 15,300 Lin. Ft., so at this time we do not have an overrun. If 18,000 Lin. Ft. of pipe were to be placed as per corrected estimate, there would be an approximate 13 percent overrun, but at this time with the job not complete, it would be very hard to exactly predict the final result.

5. Inclement Weather - weather as such, which is not a usual consideration within ordinary bounds, did not break all records as stated. The following is a summary of weather bureau records for portions of the years 1970 and 1971:

Date	Occured	Normal	Record
June 1970	0.81	1.87	5.57
July	0.23	0.50	1.94
August	0.03	0.70	4.56
Sept.	3.40	1.98	8.14
Oct.	5.40	5.92	15.64
Nov.	10.38	9.20	23.14
Dec.	16.27	11.68	25.33
Jan. 1971	17.00	10.57	22.25
Feb.	8.69	8.75	20.38
March	11.20	7.85	17.45
April	5.96	4.05	9.37
May	3.28	2.98	7.15

U.S. Weather Bureau Records as supplied by Mr. Holbrooke, State Climatologist. Closest station of record is Summit, approximately four miles northwest of project and approximately the same elevation.

L.L. MacIntyre
Resident Engineer

attachments

PAUL ZIMMERLY ROAD CONSTRUCTION
7511 N. E. 61st [redacted] Phone 695-3446
VANCOUVER, WASHINGTON 98665

May 24, 1971

Oregon State Highway Division
3700 Philomath Road
Corvallis, Oregon
Attention: L.L. MacIntyre
Subject: Dudlee Hill-Blodgett Section
Contract No. 7353
Reference: Contract Time Extension

Dear Sir,

In accordance with Section 108.09 of the Standard Specifications for Highway Construction we hereby request a 30 day extension of contract time for the following reasons;

1. Item 3 Clearing & Grubbing

   Clearing on subject project was performed for the full width of R/W and thereby required additional work beyond the requirements of Section 201.32 & 201.33 of the Standard Specifications for Highway Construction.

2. Item 6 Embankment Foundation Excavation

   This item of work nearly doubled in quanity from the net quanity of 49,555 Cubic Yards.

3. Item 7 General Excavation

   It is apparent that this item will overrun to fill the void of increased embankment foundation Excavation.

4. Perforated Pipe Subdrains

   The items of pipe for this work overran considerablly and delayed the work.

5. Inclement Weather

   The weather for the winter of 1970-71 broke all records for total rainfall. Anticipated start of construction this spring was delayed beyond normal starts based on prior weather experence.

We feel our request for a 30 day time extension is justified. We propose to make the maxium effort thru extended work hours on a two shift basis to complete the work in the earliest time possible.

Your early attention to this request is appreciated.

Sincerely yours,

Paul Zimmerly

#7353

July 13, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Request for Time Extension
Dudlee Hill-Blodgett Section
Corvallis-Newport Highway
FAP F-150(12)

The contractor on the subject project has requested a 30-day extension of the contract time, citing alleged overruns on four contract bid items, plus inclement weather. As of July 3, 1971, this project was an estimated 69 percent complete with 84 percent of the 370 days allowed elapsed. The contract time allowed will expire about August 31, 1971.

There are three significant bid item quantity changes which justify some time extension:

1. About 13 acres of clearing has been added and justifies 8 (work) days.

2. Embankment Foundation Excavation is overrunning 44 percent or some 24,000 cubic yards. Eight additional days are justified on this.

3. Total excavation is not now expected to overrun, but 21,700 cubic yards was added to the summit cut by a revised section in lower production work and this justifies three days.

The above three recommended items total 19 days, which should be expanded to a calendar-day basis or 27 calendar workdays. May we have your concurrence in this extension.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

JAB:fw ms

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 12, 1971

RECEIVED
JUL 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Request for Time Extension
Dudlee Hill-Blodgett Section
Contract No. 7353

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Paul Zimmerly Road Construction requests a 30-day extension of time citing alleged overruns on four contract bid items plus inclement weather. As of July 3, this project was estimated 69 percent complete with 84 percent of the 370 days allowed elapsed. The contract time allowed will expire about August 31, 1971.

There are three significant bid item quantity changes which justify some time extension. The Resident and Region Engineers have made a reasonable analysis on these and we concur in the Region's recommendations as follows:

1. About 13 acres of clearing has been added and justifies 8 (work) days.

2. Embankment Foundation Excavation is overrunning 44 percent or some 24,000 cubic yards. Eight additional days are justified on this.

3. Total excavation is not now expected to overrun, but 21,700 cubic yards was added with a revised summit cut section in lower production work and this justifies 3 days.

The above three recommended items would total to 19 workdays which we note should be expanded to a calendar day basis or 27 calendar workdays. The other two reasons cited by the contractor are not believed valid for extension. The perforated pipe item has not yet overrun and might not affect completion much even if it does. The official Climatological Data does not show such above normal rainfall as to justify extension.

This is a Federal-aid Primary project. Rough draft letters to the Federal Highway Administration and the Highway Commission on the basis of a 27-day extension are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
SEP 9 - 1971
FORM 2-30
FOR FILING

F-150(12)
7353

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1971

SUBJECT: Dudlee Hill-Blodgett Section
Contract 7353
Time Extension

To:

Mr. J. B. Boyd
Regional Engineer
EAST SALEM HIGHWAY BUILDING

You will note from your copy of Mr. Porter's September 1 letter to the Highway Commission that only 8 days time extension was recommended.

The reason for this is that that is all the Federal Highway Administration would approve. Attached is a copy of their August 30 letter showing the basis of the 8 days.

I thought our request for 27 calendar workdays was well-founded. (Even the 8 days approved by Federal Highway Administration should be expanded by 7/5th to be on the proper basis.) The significant 44 percent overrun in Embankment Foundation Excavation merits our reconsideration or a better explanation of its effect on the overall job progress.

If you can make a better showing that the unapproved reasons were responsible for delay to the contractor, I will try to present them to the Federal Highway Administration.

F. D. Morgan
Construction Engineer

By JB

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc A. E. Johnson

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F-150(12)
7353

STATE COPY

C-1 PC

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 10-24-71
Contingent upon modification of pro-agreement if additional funds are required
BY
Signed by G. K. Hoener
TITLE Dist. Engineer
DATE 17 SEP
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Dulles Hill - Blodgett
Date 19 71
Highway Corvallis - Newport
Contract No. 7353
County Benton
Prefix 2-1073
Contractor Paul Zimmerly Road Construction
F. A. Project No. F-150(12)
Address 7511 NE 61st Avenue, Vancouver Washington 98661
Order No. 4 - Supplement

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Slide correction.

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Location by station numbers: Right of station 1977+50
Left of station 1988+00

Estimate of quantities and cost:

	Labor	Equipment	Material	Total
Original	350	850	0	1,200
New total	670	880	0	1,550
Net amount of Supplement	320	30	0	350

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Supplement to order #4 - over-run of original slide correction work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,046,949.08
Present estimate of project cost, including $ 350 for work under this order $2,046,949.08
Expected under-run / over-run amount . . . . $ 0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: L. L. MacIntyre, Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer
Reg Cont

Approved: Deputy State Highway Engineer / Assistant State Highway Engineer or Office Engineer

HP*23577-734

Form E-308—5M

F 150(12)
7353

STATE COPY G-1F

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-14-71
Contingent upon modification of project agreement if additional funds are required
BY G K Haas
TITLE Dist. Engineer
DATE 9-7-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Dudlee Hill - Blodgett
Date August 20, 1971
Highway Corvallis - Newport
Contract No. 7353
County Benton
Prefix 2-1073
Contractor Paul Zimmerly Road Construction
F. A. Project No. F-150(12)
Address 7511 NE 61st Ave., Vancouver Washington 98661
Order No. 3 - Supplement

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Re-slope and dress embankment widening.

To Construction 9-9-71

Location by station numbers: Station 1955 to 1968 left side
Station 2037 to 2042 left side

Estimate of quantities and cost:

	Labor	Equipment	Material	Total
Original	300	700	0	1,000
New total	1,800	4,000	0	5,800
Net amount of Supplement	1,500	3,300	0	4,800

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Supplement to order #3, dressing of excess material being used in slope widening and flattening has over-run the original order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,046,949.08
Present estimate of project cost, including $4,800 for work under this order $2,046,949.08
Expected under-run / over-run amount $ 0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: L.L. MacIntyre, Resident Engineer
L.L. MacIntyre

Approval Recommended: Harold Wimer, Division Engineer
[illegible]

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~
NOTED
TOM EDWARDS

Approved: ~~Deputy State Highway Engineer,~~ [illegible] State Highway [illegible] or

Form E-208—5M

F 150(12)
7352

STATE COPY G-11

APPROVED EFFECTIVE DATE 6-14-71
Contingent upon modification of project agreement if additional funds are required
BY G K Hassnes
TITLE Dist. Engineer
DATE 9-7-71

FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Dudlee Hill - Blodgett
Date August 20, 1971
Highway Corvallis - Newport
Contract No. 7353
County Benton
Prefix 2-1073
Contractor Paul Zimmerly Road Construction
F. A. Project No. F-150(12)
Address 7511 NE 61st Ave., Vancouver Washington 98661
Order No. 3 - Supplement

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Re-slope and dress embankment widening.

To Construction 9-9-71

Location by station numbers: Station 1955 to 1968 left side
Station 2037 to 2042 left side

Estimate of quantities and cost:

	Labor	Equipment	Material	Total
Original	300	700	0	1,000
New total	1,800	4,000	0	5,800
Net amount of Supplement	1,500	3,300	0	4,800

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Supplement to order #3, dressing of excess material being used in slope widening and flattening has over-run the original order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,046,949.08
Present estimate of project cost, including $4,800 for work under this order $2,046,949.08
Expected under-run / over-run amount $ 0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: L.L. MacIntyre, Resident Engineer
L.L. MacIntyre

Approval Recommended: Harold Wimer, Division Engineer
Proj Const

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~
TOM EDWARDS

Approved: Deputy State Highway Engineer,

COPY SENT
Form SE-208—5M

COPY SENT

JUL 16 1971 JUL 16 1971

F-150(12)

REGIONAL OFFICE
7353

STATE

STATE ~~DIVISION~~ FILE COPY
G-1Γ

APPROVED EFFECTIVE DATE 6-24-71
Contingent upon modification of project agreement if additional funds are required
BY A K H
Dist. Engineer
TITLE
DATE 7-18-71

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Dudlee Hill - Blodgett
Date FEDERAL HIGHWAY ADMINISTRATION 1971
Highway Corvallis - Newport
Contract No. 7353
County Benton
Prefix 2-1073
Contractor Paul Zimmerly Road Construction
F. A. Project No. F-150(12)
Address 7511 NE 61st Ave., Vancouver Washington 98661
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Excavate, reslope, and dress slide areas. Drain pipe and riprap to be installed at unit prices.

Location by station numbers: Right of station 1977+50
Left of station 1988+00

Estimate of quantities and cost:

Labor	350.00
Equipment	850.00
Material	0.00
	$1,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
$150,000.00 included in project authorization for slide correction. This work has not started.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 2,046,949.08
Present estimate of project cost, including $ 1,200.00 for work under this order	$ 2,046,949.08
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: L.L. MacIntyre
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer.

Approval Recommended: B Boyd
Division Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
Construction
7-19-71

SP*23577-714

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 2353 Section Dudlee Hill - Bledgett FA No. E-150(12)

Type Revision EWO No. 1 Amount $4,200.00 Funds in Author. $150,000.00

Status Total Project Author.: Over 0 % $ — Under 0 % $ —

Explanation (why) and Comments To cover cost of slide correction work required in vicinity of stations 1977+50 and 1988. Work involves excavating slide material, re-sloping & dressing slide area.

Method of Payment Force account Est. increase ~~decrease~~ in cost $4,200.00

Price checked by Cost Analyst ______ Discussed Asst. Constr. Engr. Yes

Discussed with Hessner on July 2, 1971 by Swan

Action Recommended:
☒ APPROVAL
☐ SUBJECT TO REVIEW
☐ OTHER
☑ PARTICIPATING
☐ WITH COST JUSTIFICATION
☒ TENTATIVE APPROVAL TO PROCEED 6-24-71
☐ NON PARTICIPATING
☐ WITH SUPPORTING DATA

(Lowe)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7353
Prefix 2-1073
FAP F-150(12)

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 4 covering slide correction work on the Dudlee Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County.

This order covers the cost of excavating slide material, resloping and dressing the slide area located in the vicinity of Stations 1977+50 and 1988.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Engineering Coordinator June 24, 1971.

Your approval as of June 24, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

Act	Info		Init
		Div Eng	
		Eng Coord	
		Dist Eng - A	
		Area Eng	
	4	Dist Eng - B	
	2	2 Area Eng	R
		Planning	
		Right Way	
		Bridge Eng	
	3	Gail	
		Admin Mgr	
		Maint	
	1	Lowe	
		File	

Form. E-300—5M

F-150(12)
7353

STATE COPY
G-1P

APPROVED EFFECTIVE DATE 6-14-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 7-16-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Dudlee Hill - Blodgett
Highway Corvallis - Newport
County Benton
Contractor Paul Zimmerly Road Const.
Address 7511 N.E. 61st. Ave. Vancouver, Washington 98661

Date June 18 19 71
Contract No. 7353
Prefix 2-1073
F. A. Project No. F-150(12)
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reslope and dress embankment widening.

Location by station numbers:

Sta. 1955 to 1968 Left Side

Estimate of quantities and cost:

Labor	$300.00
Equipment	$700.00
Material	$000.00
Total	$1000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Excess material in the excavation than was required to construct the embankment as staked; slopes flattened and random fills raised; slopes had been previously shaped and dressed by the contractor.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,046,949.08
Present estimate of project cost, including $ 1000.00 for work under this order	$2,046,949.08
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: L.L. MacIntyre
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~ Construction
Office Engineer.
7-19-71

State Printing

RECEIVED
JUN 4 - 1970
FOR FILING

E-150(12)
7353

June 3, 1970

Paul Zimmerly Road Construction
7511 N.E. 61st Avenue
Vancouver, Washington 98661

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7353 for grading and paving on the Dudlee Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

Enclosure

cc: U. S. Fidelity & Guaranty Co.
F. D. Morgan
I. D. Merchant
D. J. Barbee
R. D. Asburry
L. L. MacIntyre

RECEIVED
MAY 27 1970

FOR FILING

Files

J. C. BEESON, INC.

SURETY BONDS • INSURANCE
250 CENTRAL BUILDING
SEATTLE, WASHINGTON 98104
(206) MA 2-6330

HONOLULU DIVISION
JOHN NOLAN, MGR.
765 AMANA ST. RM. 401
946-1447

SPOKANE DIVISION
W. E. HARRIMAN, MGR.
NORTH 2105 AIRPORT ROAD
(509) KE 4-9624

F-150(12)

7353

May 26, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

Re: Paul Zimmerly Road Construction, Contractor
Contract No. 7353
USF&G Power of Attorney, Carol L. Bernard

Your letter of May 22, 1970 to the above contractor has been forwarded to our office for handling.

Enclosed you will find a copy of our letter of this date to the Insurance Division at Salem whereby we have made the necessary filing of my power of attorney.

Further, we also enclose the two copies of the Contract and Bond which we presume are now acceptable.

We are sorry for the oversight as to the filing of the power of attorney - - we were under the impression that this had been taken care of by the Company quite some time ago.

Sincerely,

J. C. BEESON, INC.

Carol L. Bernard

Carol L. Bernard (Mrs.)
cb
encl.
cc: Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

RECEIVED
MAY 27 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RESIDENCE
MAIN 2-1499

BUSINESS
MAIN 2-6330

J. C. BEESON, INC.
SURETY BONDS • INSURANCE
250 CENTRAL BUILDING
SEATTLE, WASHINGTON 98104

May 26, 1970

State of Oregon
Department of Commerce
Insurance Division
158 N. E. 12th Street
Salem, Oregon 97310

Gentlemen: Re: UNITED STATES FIDELITY & GUARANTY COMPANY -
POWER OF ATTORNEY - CAROL L. BERNARD

It has been brought to our attention by Mr. Floyd Query, Secretary of the Oregon State Highway Commission, that the above power of attorney has not been properly filed with your office.

Enclosed you will find a certified copy of said power of attorney together with our check No. 11286 in the amount of $5.00 to cover the registration fee.

We trust you will find these enclosures to be in order and will make the necessary filing.

Thank you.

Sincerely,

J. C. BEESON, INC.

Carol L. Bernard (Mrs.)
cb
encl.
cc: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

RECEIVED
MAY 22 1970

FOR FILE

E-150(12)
7353

May 22, 1970

Paul Zimmerly Road Construction
7511 N.E. 61st Avenue
Vancouver, Washington 98661

Gentlemen:

Recently we received from you two executed copies of Contract No. 7353 for grading and paving on the Dudley Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County.

We are returning both of these copies for the witness signature under Section III, Contract, page 7.

The State Insurance Department has notified us that they cannot approve Carol L. Bernard signing as Attorney-in-Fact for United States Fidelity & Guaranty Company as there is no Power of Attorney on file for her. We cannot accept a Power of Attorney sent to us.

Please have United States Fidelity & Guaranty Company file a Power of Attorney for Carol L. Bernard with the Insurance Department, 158 N.E. 12th Street, Salem, Oregon 97310. There is a registration fee of $5.

If they do not wish to file a Power of Attorney, please have someone sign who has proper authorization with the Insurance Division, and return two copies of the contract to this office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sr
Enclosures

cc: United States Fidelity & Guaranty Company, Portland
F. D. Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
L. L. MacIntyre

RECEIVED
MAY 22 1970
FORM E-80-X (12-67)

E-150(12)
7353

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1970

To: MEMO TO THE FILES

SUBJECT: Burning Problem
Dudlee Hill Section
Corvallis-Newport Highway

At the pre-construction meeting yesterday Paul Zimmerly said his Engineer Kenneth A. Hall had contacted Victor Prodehl of the Mid-Willamette Valley Air Pollution Authority, 581-1715, prior to bidding. Hall indicated that the reply was to the effect that a permit would not be needed from the air pollution authority but only from Leo Wilson, District State Forester at Philomath, 929-3266.

We told Zimmerly and Hall of our Division's conversations with the Mid-Willamette Valley Air Pollution Authority. These conversations are outlined in R.D. Asburry's April 22 Memo to the File and F. B. Klaboe's April 29 letter of instruction. Virgil R. Dudley of Consumer's Power, Inc. reviewed his firm's problem of debris disposal in the area.

From Zimmerly's, Hall's and Dudley's comments you could be led to the conclusion that burning would be allowed in the early summer months when an east wind was blowing. An east wind, of course, is usually associated with high fire danger but low air pollution on the west side of the valley. To be more certain I contacted Victor Prodehl this morning. He indicated that a verbal reply had been given to Mr. Hall to the effect that burning would be allowed. This was while he was under the understanding that the project was isolated.

He further indicated that prior to the bid opening he had called Paul Zimmerly Road Construction firm back and told them that burning would not be allowed because of the close proximity to the State highway. The present rule prohibits open burning within 1/4 mile of a public thoroughfare.

This is in the process of being changed to one mile. He will give us a letter citing these facts. I am alerting MacIntyre and telling him to have Zimmerly contact Prodehl.

R. D. Asburry
DIVISION ENGINEER

by

Gerald W. Wimer
ASST. DIVISION ENGINEER

RECEIVED
MAY 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GWW/cg
cc: F. B. Klaboe ✓
F. D. Morgan
L. L. MacIntyre

REFERRED TO

By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
JUN 30 1970

FOR FILING

F-150(12)
7353

AGENDA
JUN 2 1970
3 M

May 15, 1970

Bid 4-23

Paul Zimmerly Road Construction
7511 N.E. 61st Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission on May 1, 1970, accepted your proposal for grading and paving on the Dudlee Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County for the sum of $1,662,010.30 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right-of-way is acquired and approval of the Bureau of Public Roads is received.

Those conditions were fulfilled and the State Highway Engineer on May 14, 1970, awarded you the project, which has been assigned Contract No. 7353.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and on the Certification of Nondiscrimination in Employment sheet in the special provisions. Both copies should be returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 28, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
R. D. Asburry
L. L. MacIntyre

RECEIVED
MAY 15 1970

FOR FILING

F-150 (12)
7353

May 14, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 14, 1970, is requested in the award of contract for the Dudlee Hill-Blodgett Section Project No. F-150(12).

The contractor receiving the award is Paul Zimmerly Road Construction in the amount of $1,662,010.30, with Contract No. 7353 assigned. This bid was received on April 23, 1970, and awarded on May 14, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement
Date____________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:ia

RECEIVED
APR 27 1970

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-150(12)
7353

April 23, 1970

Pioneer Telephone Cooperative
P. O. Box 681
Philomath, Oregon 97370

Re: Telephone Line Adjustment
Dudlee Hill-Blodgett Section
Corvallis-Newport Highway
Benton County

ATTENTION: Robert C. Robinson
System Engineer

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 9, 1970, have been approved by the State. You are hereby authorized to proceed with the work as of April 23, 1970.

Please contact Mr. L. L. MacIntyre, Resident Engineer, 3700 Philomath Road, Corvallis, Oregon 97330, Phone: 753-6268, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to April 23, 1970, in the amount of $223.09, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

L. B. KLA

JMC:ss
cc: F. B. Klaboe
V. L. Gallagher (2) (w/attachments)
V. E. Skoog "
R. D. Asburry (w/attachments) (2)
L. L. MacIntyre "
H. C. Johnson "
F. W. Sugnet "

Very truly yours,

F. D. Morgan
Construction Engineer

By: Julius

for T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
APR 23 19
OFFICE OF
STATE HIGHWAY ENGINEER

Note to R. D. Asburry: Please have a State Force Order prepared and submitted for this work. Return one copy of est. and sketch with SFO.

RECEIVED
APR 30 1970
FOR FILING
F-150 (12
7353

Salem, Oregon 97310
April 29, 1970

Mr. R. D. Asburry
Division Engineer
Salem, Oregon

No Burning, Dudley Hill-
Blodgett Section, Corvallis-
Newport Highway

Reference is made to your letter of April 22 concerning a telephone call from the Mid-Willamette Valley Air Pollution Authority stating that they did not believe that they would allow open burning of any type on this project.

Inasmuch as we have had no official indication that this will be the case, I think no further action is necessary at this time. When the successful contractor makes application for his permit, we will find out whether or not this will become a reality.

It may be prudent, however, to advise the successful bidder on this contract of this conversation with the Air Pollution people so that he can take the necessary steps to make an early application.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: F. D. Morgan) - I would suggest that you look into
D. J. Barbee) - our specifications on open burning of clearing and grubbing material on contract projects to see if there should be some revision or additions made to it. This, of course, seems to be the direction in which environmentalists are all headed and we should probably call bidders attention to the fact.

FBK

FORM E-20 (11-47)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1970

SUBJECT: No Burning
Dudley Hill-Blodgett Section
Corvallis-Newport Highway

To: MEMO TO FILE

Tuesday, April 21, 1970, when discussing the subject section on which bids are to be received April 23rd, the question of burning on the clearing work came up. I contacted, by phone, a Mr. John Nadig of the Mid-Willamette Valley Air Pollution Authority, 2585 State Street, phone number 581-1715, and inquired of him if the Authority would restrict the burning of the debris on the subject project. He intimated it was quite likely, but could not say definitely, wanted to discuss it further with other members of the Authority. Directed me to later contact a Mr. Victor Prodehl.

On arriving back in Salem, I visited at their office; neither Messrs. Nadig nor Prodehl were available, but talked with a Mr. McCarger who advised me that he was sure the Authority would not allow any open burning of any type on this project. This information was given, by phone, to Assistant Highway Engineer Klaboe on the morning of April 22nd.

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

RDA:dm

cc F. B. Klaboe ✓
D. J. Barbee
F. D. Morgan
L. L. MacIntyre

RECEIVED
APR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1970
FOR FILING

F-150(12)
7353

April 23, 1970

Mr. and Mrs. Gregory I. McHuron
Route 1, Box 7
Blodgett, Oregon 97326

Dear Mr. and Mrs. McHuron:

Reference is made to your April 6 letter concerning the acquisition of a portion of the Wehnert property that is needed for right-of-way on the Corvallis-Newport Highway.

I can understand how you would prefer not to be disturbed and can recognize that the contemplated improvement is not one of your choosing. However, the Highway Commission has been deluged for years with requests for modernization of the highway between Corvallis and Newport. Because of funding limitations, this work has had to be done in increments, and the sections that are most in need of attention are given priority.

It is virtually impossible to modernize or construct any highway without the acquisition of some private property.

I am advised that Mr. and Mrs. Wehnert are now represented by counsel, and I am sure that he will adequately protect their interests. I sincerely hope that through their attorney an amicable and satisfactory solution can be found.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
D. H. Moehring
R. D. Asburry

DHM:jp/RLP:ms sr

REPORT OF PROPERTY OWNER CONTACT

FR

Maebring

☐ Liaison ☐ Appraisal

☒ Purchase ☐ Other

File No. 43483
Section Dudlee Hill-Blodgett
Highway Corvallis-Newport
County Benton

Legal Owner Wehnert, Elmo A.
Address 5920 S.W. Philomath Road, Corvallis, Oregon

Contract Purchaser ______ Address ______

☐ Improved ☒ Unimproved Property

Area of taking 1.6 Ac. - R/W 1.0 Ac. - Permanent Easement
Am't apprvd $ 800

☐ Before ☒ After Legal Letter

Acquisition and Relocation brochures delivered on February 20, 1970

Option, relocation forms, and instructions delivered on February 20, 1970

Offer	Amount	Date Written	Date Verbal
1st	$800	2-20-70	
2nd			
3rd			
4th			

DIARY OF CONTACT

Date	All Persons Present	Statement of Discussion
4-15-70	Mr. & Mrs. Wehnert Mr. McHuron, son-in-law Mr. Joiner - attorney Virgil P. Wilson	Before agent had a chance to ring the door bell, Mrs. Wehnert opened the door and said, "Aren't you ashamed to show your face around here?" Informed Mrs. Wehnert that, "no, I was not ashamed." Mrs. Wehnert went into a lengthly conversation on how the State pushed people around and is pushing Mrs. Harmsen out of her home. She said, "You didn't know we were all realtives around Blodgett, did you?" Agent said, "Yes I did". Mrs. Wehnert said, "Someone told my borther that he could drink the water on his place if it flooded and got over his head, are you the one that told him that?" Informed Mrs. Wehnert that I did not know who her brother was, but I have not made such a statement. Mr. McHuron later stated that he has written a letter to Wendell Wyatt about the flooding problem and also to Mr. Forrest Cooper. He did not show the letter to agent, but did let Mr. Joiner read a copy of the letter when he arrived.
	NOTED JOHN R. OAKES	Met with Mr. and Mrs. Wehnert, their son-in-law and Mr. Joiner, attorney. Went over the information on the map with Mr. Joiner and Mr. McHuron. Mr. McHuron, son-in-law, lives on subject property and uses water out of the Tum Tum River. He stated that the changing of the stream will cause extreme flooding downstream of their land and will also contaminate the water. They use domestic water out of the Tum Tum River. Informed him that according to tests made of the water it is already contaminated and does not meet standards of purity for domestic use. Mr. McHuron stated that the water has been used for many years and is pure most of the time, but the test was made in the middle of the winter when the water was roily. After discussing a number of items, Mr. Wehmert, who has been ill for approximately six months or more and had an oxygen tube attached to his nose, stated, "Well, is this all you can offer for our property?" Informed Mr. Wehnert that the $800 is the amount of the appraisal, but if they would sign an option today, I would recommend another $200 for a total of $1,000. Mr. Wehnert said, "No, and if
	NOTED E. G. LOWE	

By Virgil P. Wilson
Right of Way Agent

Use reverse side (tumblehead)

E-708 Rev. 9-29-69 h

you want to talk with us [illegible]in, you talk with our attorney." Informed Mr. Wehnert that I would be glad to discuss it with his attorney at any time and gave Mr. Joiner my card and departed.

you want to talk with us ain, you talk with our attorney." Informed Mr. Wehnert that I would be glad to discuss it with his attorney at any time and gave Mr. Joiner my card and departed.

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
April 20, 1970

SUBJECT: File 43483 - Wehnert
Dudlee Hill -
Blodgett Section
Corvallis - Newport
Highway
Benton County

To: Mr. Forrest Cooper
State Highway Engineer

BUILDING

Attached is a draft of a reply to Mr. and Mrs. McHuron on the Wehnert taking, Corvallis-Newport Highway.

Also attached for your information is a report by the right-of-way agent on his most recent contact with Mr. and Mrs. Wehnert.

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachments

RECEIVED
APR 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
April 17, 1970

SUBJECT: 10189
43483-Wehnert
Dudlee Hill-Blodgett
Section
Corvallis-Newport Hwy.
Benton County

To: Mr. R. L. Porter
Deputy State Highway
Engineer

BUILDING

Returned herewith is the subject reference material as it appears that Mr. Cooper has already handled the matter.

A copy of his reply to Congressman Wyatt is attached. I presume that Mr. Cooper has also replied to Mr. and Mrs. Gregory McHuron. If such is not the case, please advise and I will draft a reply for him.

D. H. MOEHRING
Right of Way Engineer

DHM:GZ

Attachments

N[illegible]
R. L. [illegible]

RECEIVED
APR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82475-734

10189
REFERRED TO
Moehring
BY DEPUTY STATE HIGHWAY

GREGORY I. MCHURON
ARTIST-ILLUSTRATOR
RT. I BOX 7, BLODGETT, OREGON 97326
PH. 453-4177

Porter

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

April 6, 1970

43 483

Dear Mr. Cooper,

Upon notification of the proposed new highway and rechanneling of Tum Tum Creek on the NE corner of section 21, Benton County, on the property of Elmo A. and Gertrude A. Wehnert, a consulting Engineering Geologist was contacted as to the possible ramifications to the property and properties south and down stream of said proposed rechanneling. His conclusions were as follows:

1. Sediment tests and turbidity studies should be taken at this time while the stream is in a more natural state, rather than the one previously taken at flood stage. Any rechanneling would seriously result in contamination of household water supply taken entirely from Tum Tum Creek.
2. Rechanneling the stream by cutting off a meander will increase the gradient of the stream, increasing the rate of flow. This in turn will directly increase the downstream cutting of banks, necessitating the strengthening of the meander north of the Wehnert farmhouse with large riprap. Unstrengthened, the increased cutting of said meander will necessitate near future relocation of house or household. Even strengthened, the increased flow will eventually undermine said farmhouse.
3. Occupants should decide in the near future a possible relocation site for said house or household due to the conditions mentioned above.

It is our contention that the pollution and contamination resulting from rechanneling the stream necessitates the drilling of a well to insure us a turbid-free water supply. This measure is wholly the responsibility of the State Highway Commission as a direct result of their usurpation of our legal and valid rights to uncontaminated water from Tum Tum Creek.

RECEIVED
APR 10 1970
RIGHT OF WAY

The approved relocation site being the high meadow on the southwest corner of the Wehnert property west of Tum Tum Creek, necessitates the construction of an all-weather bridge to be built of size and strength to support normal vehicular travel to and from house. The State, having indirectly necessitated the relocation of said farmhouse or household by the rechanneling of Tum Tum Creek should therefore incur the cost of said bridge, at our desired location.

Yours Truly,

Mr. & Mrs. Gregory I. McHuron

Mr. & Mrs. Gregory I. McHuron
Rt. 1 Box 7
Blodgett, Oregon 97326

By and for (cc) Elmo A. and Gertrude A. Wehnert
cc: Mr. Wendell Wyatt

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30-X (12-67.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
April 13, 1970

SUBJECT:

To: Mr. Leonard I. Lindas
Assistant Attorney General
& Counsel

LEGAL

Attached is a copy of a letter received by Mr. Cooper from Mr. and Mrs. Gregory I. McHuron. Mr. Porter has asked me to draft a reply for Mr. Cooper's signature.

I am sure that the complaint along I-205 which you investigated concerning a like situation of stream muddying is still fresh in your mind. Since the complaint has the liklihood of a law suit in the future, I would appreciate any comments you might want to make for my benefit in drafting a reply for Mr. Cooper's signature.

ORIGINAL SIGNED
D. H. MOEHRING

NOTED
R. L. PORTER

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachment
cc R. L. Porter

RECEIVED
APR 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1970

FOR FILING

F-150 (12)
7353

AIRMAIL April 16, 1970

The Honorable Wendell Wyatt
Member of Congress
414 Cannon House Office Building
Washington, D. C. 20515

Dear Wendell:

This is in response to your April 10 inquiry concerning a communication from Mrs. Gregory I. McHuron of Blodgett that has to do with the proposed construction on the Dudley Hill-Blodgett Section of the Corvallis-Newport Highway.

I can understand Mrs. McHuron's position in that she would prefer no highway improvement in her neighborhood. However, the Highway Commission has been under constant pressure for ten or fifteen years to modernize the Corvallis-Newport route. It is just not possible to construct a modern facility in the area without acquiring some right-of-way.

The channel change that is the subject of the complaint is a relatively minor undertaking, and I believe the McHuron's are grossly exaggerating the situation. This Division sampled the water that these folks use from the river a few months ago and the State Board of Health reported it as being unfit for household purposes.

As far as I can determine, the effect on the Wehnert property is not severe, but I know that the McHuron's are hoping no highway improvement or modernization will be undertaken in this immediate vicinity.

I suggest that you do not send a copy of my remarks to these people as the property that is needed for right-of-way is now under condemnation.

As requested, we are returning Mrs. McHuron's letter to you.

Kindest regards,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. G. Barbee
D. H. Moehring
L. I. Lindas
R. D. Asburry

Enc.

RLP:ms fn

Files

GREGORY I. McHURON
ARTIST – ILLUSTRATOR
RT. I BOX 7, BLODGETT, OREGON 97326
PH. 453-4177

RECEIVED
APR 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Wendell Wyatt
House of Representatives
Congress of the United States
Washington, D.C.

April 7, 1970

Dear Mr. Wyatt,

I am just writing to let you know how things stand with the highway department. You remember my letters concerning my Aunt and the eventual relocation of her house, well, directly across the existing highway from the present location of her house, is our farm. It is at that site that the H. Department intends to rechannel the river. This farm actually belongs to my folks, Mr. & Mrs. E.A. Wehnert. But they haven't lived out here for about 15 years, and we have just been here for four months. We do intend this to be our permanent location as Greg has his studio etc out here.

It is for this reason that we are particularly concerned about any action they might take with regard to the river and the highway.

Greg is from the San Francisco area and is all too aware of increasing over-population and distruction of our few remaining natural areas. We consider this particular valley to be one of the most beautiful of its kind anywhere. And we also feel very fortunate that our two sons have a chance to grow up in these surroundings.

I am enclosing our current letter to Mr. Forrest Cooper so that you might be aware of what was said. It has become increaseingly clear to me that Mr. Cooper does not miss a chance to misconstrue any statement, anywhere, anytime. I therefore would prefer that you see the letter sent to him rather than to hear his interpretation of that letter.

As you said before, you have no jurisdiction in this matter, nevertheless, you are the anchor man for many people in this area involved with the H. Department. For this reason, if it is all right with you, I shall continue to keep you abreast of the ensuing battle.

We would be most appreciative of any influence you might be able to use in our behalf, and others in this predicament.

Thank you very much for your time and consideration.

Sincerely,

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APR 9 - 1970
FOR FILING

4-6-70

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	F-150(12)
SECTION:	DUDLEE HILL - BLODGETT SECTION
WORK :	GRADING AND PAVING
COUNTY :	BENTON

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

F-150(12)

FROM: MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

7353

DATE PS&E APPROVED	DATE AUTHORIZED
APRIL 1, 1970	APRIL 1, 1970

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ☒ CONSTRUCTION - ADVERTISE FOR BIDS.
- ○ RIGHT OF WAY.
- ☒ OTHER (SPECIFY).
- ○ UTILITY ADJUSTMENT.
- ○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $3,000 AS SHOWN IN YOUR ESTIMATE.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S MARCH 30, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

AS REQUESTED IN MR. YOUNG'S MARCH 25, 1970 LETTER AND UNDER THE AUTHORITY GRANTED IN PARAGRAPH 10F OF PPM 21-6.3 IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO WAIVE THE REQUIREMENTS OF PARAGRAPH 10E OF PPM 21-6.3 WITH REGARD TO COMPLETE ACCESS TO RIGHT OF PAY PARCELS 43374 - HARMSEN AND FILE 43378 - BERGER, AT THE TIME OF CONCURRENCE IN AWARD.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED SUBJECT TO YOUR OBTAINING RIGHT TO ENTER AND USE OF RIGHT OF WAY PARCELS 43375 - CRIMMINS, 4377 - STARKER AND 43483 - WEHNERT, BEFORE YOU REQUEST OUR CONCURRENCE IN THE AWARD.

THE 1970 EDITION OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE PLAN TITLE SHEET IS RETURNED HEREWITH.

4-9-70
OFFICE USE
Young
w/ Enc.

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-6-70	R. E. Simpson R. E. SIMPSON	DIVISION ENGINEER

TRANSACTION NUMBER 4-13

Klacoe

ORM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 3-31-70
BY (Signature): MR. YOUNG'S MARCH 10, 1970 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

TAGE 1* TEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 484 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
34	F-150(12)	2.07	1,800,000	1,143,000	DUDLEE HILL - BLODGETT SECTION	GRADE-DRAIN- HIGH TYPE PAVEMENT INCLUDING 2 CLIMBING LANES.

3-31-70

RECEIVED

MARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR THE UTILITY ADJUSTMENTS.

Young 4-1-70

RECEIVED
APR 2 - 1970
FOR FILING
F-150(12)
7353

RECOMMENDED
SIGNATURE AND TITLE

DATE
3-31-70

APPROVED
SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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MAR 26 1970
FOR FILING
F-150 (13)
7353

March 25, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

[illegible]
Oregon Project No. F-150 (13)

Dear Sir:

We hereby request the requirements of paragraph 7c of PPM 21-12 and 10e of PPM 21-4.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

There are two right of way files involved in the restriction on this project. One involves a well and pump house for a farm and house, the other is a farm house and out buildings. The attached sketches delineate the restricted right of way outlined in red and the contract plans will contain sketches showing the area and dates that the contractor will be required to remain off the property. The contract specifications will contain the restrictive clause required in paragraph 6e of PPM 21-4.3, that the areas as shown will not be available for the contractors use until after May 27, 1970, on file 42374-Harmon and July 6, 1970, on file 42376-Berger.

The restriction on file 42376 with the well and well house will not bother the contractor at any time because it is on the edge of the right of way. The restriction on file 42374 represents 4.6 percent of the project and lies on one end at the junction of the old highway and the new alignment. There is a distinct advantage to award the contract at this time rather than delaying till the right of way is completely clear in that the contractor will have the full summer work period, the project is designed and ready to go and the financing is available. The restriction will not cause

Mr. R. A. Simpson
March 25, 1970
Page 2

any delay to the contractor in the final completion date or increase the cost of the over all project. Considering the above mentioned facts we feel it is in the public interest to advertise for bids to be received on April 22, 1970.

The reason the properties were not fully acquired at an earlier date was to allow the right of way agents adequate time to negotiate a settlement with reasonable expenditures of public funds rather than condemn these two files with expected additional costs. Of the two files, one is now closed and the other is to be optioned April 6, 1970 and with the required 90 days moving time, all property will be clear July 6, 1970. If further information is necessary please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

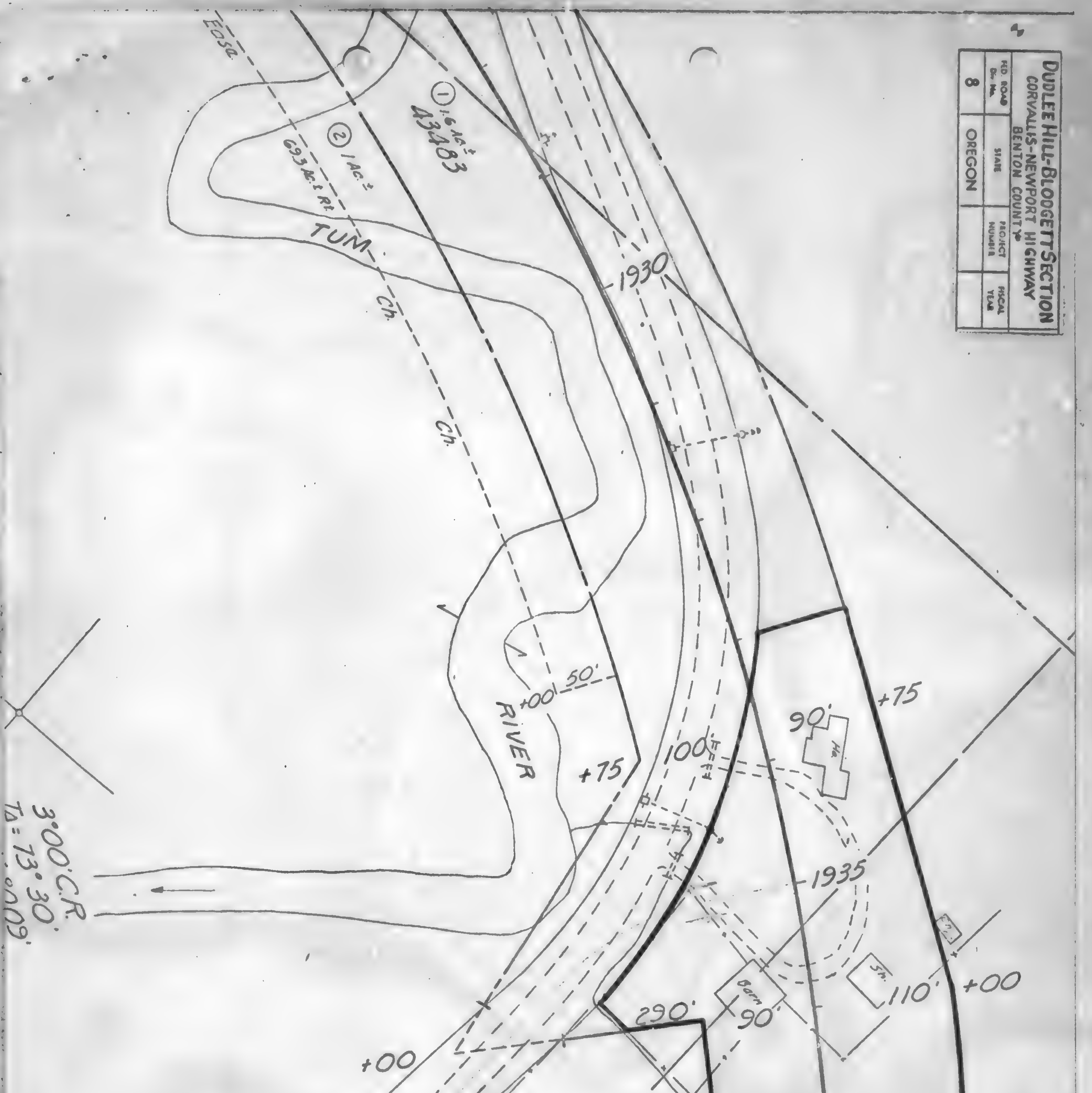
L. H. Young
Programs and Planning Engineer

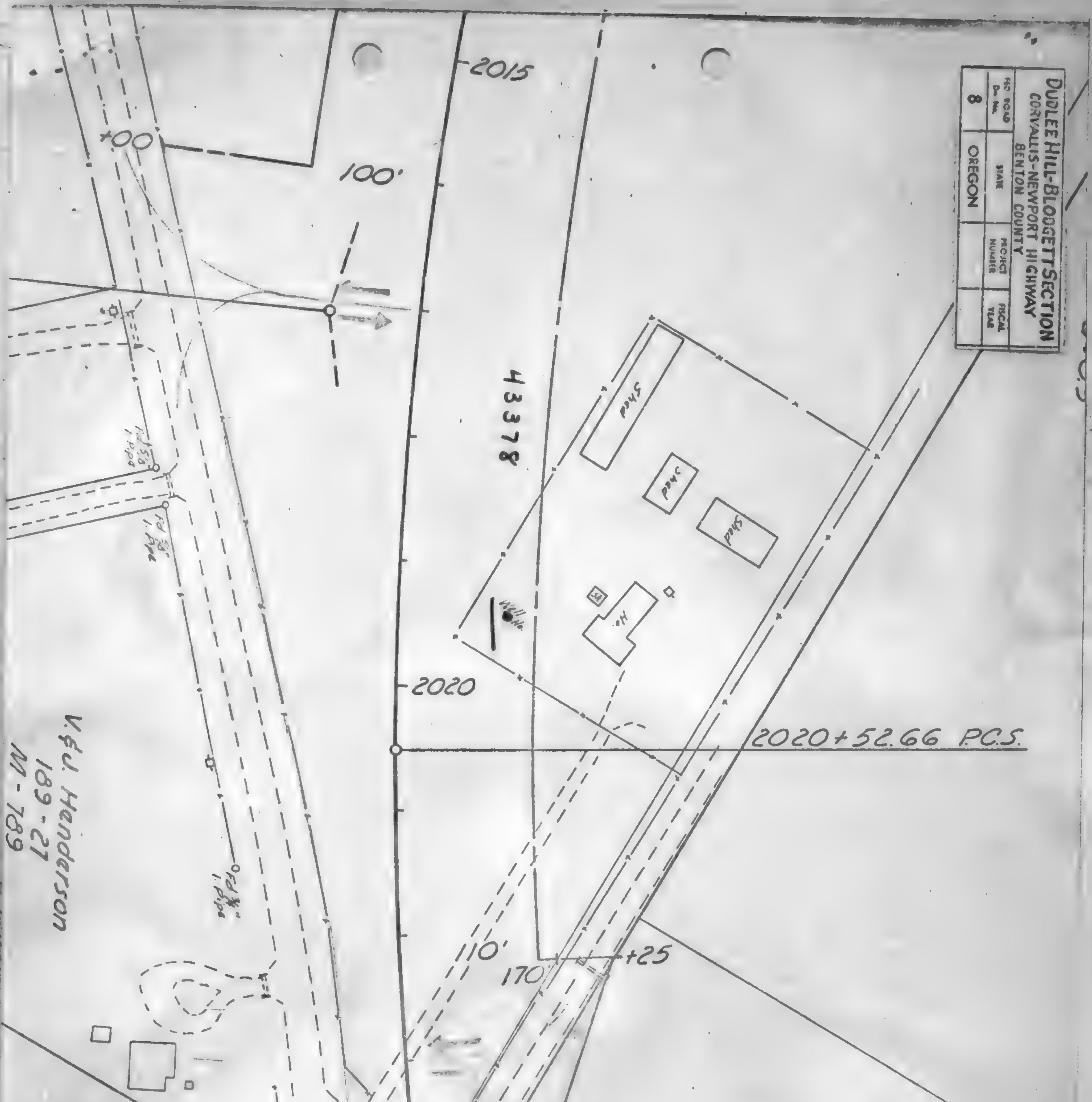
cc: F. E. Kistner
D. J. Barbee
C. G. Swanson
R. N. Chase

DAR:aw

DUDLEE HILL-BLODGETT SECTION
CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		




DUDLEE HILL-BLODGETT SECTION
CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY
FED. ROAD DIV. NO.
8
STATE
OREGON
PROJECT NUMBER
FISCAL YEAR
2015
+00
100'
43378
Shed
Shed
Shed
Ho.
Well
Fd. 5/8" I. Pipe
Fd. 5/8" I. Pipe
2020
2020+52.66 P.C.S.
V.&J. Henderson
189-21
M-789
Fd. 3/4" I. Pipe
10'
170'
+25
100+00
21
22
183

RECEIVED
FORM 2-30 (REV.)
MAR 30 1970
FOR FILING

F-150(12)
7353

Mr. Klaboe

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
March 24, 1970

To: Mr. L. H. Young
Program and Planning
Engineer

SUBJECT: Right of Way Status
FA Project
April 23, 1970, Bid Opening

B U I L D I N G

HO

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way, or rights of entry are acquired with the exception of the files listed following the name of the project:

Dudlee Hill-Blodgett Sec., Corvallis-Newport Hwy., Benton Co., 43375-Crimmins, 43377-Starker, 43483-Wehnert

We will have all rights of entry and rights of access by the date we request Bureau concurrence in the award of the contract with the exception of the two properties included in Mr. Haskin's letter of March 23, 1970, which are to be held out of the contract. Relocation advisory assistance will have been provided in accordance with paragraph 3h of PPM 80-5.

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances will be fully implemented. All persons and occupants of the right of way within this project will be relocated to decent, safe and sanitary housing or will be offered decent, safe and sanitary housing.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
cc F. B. Klaboe T. W. Litchfield Duane Ridings M. R. Mitchell
V. E. Skoog W. H. Haskin Frank Lowe

RECEIVED
MAR 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

RECEIVED
MAR 25 1970

FOR FILIN

F-150 (12)
7353

March 24, 1970

Mrs. Gregory I. McHuron
Route 1, Box 7
Blodgett, Oregon 97326

Dear Mrs. McHuron:

I have your March 16 letter expressing your further dissatisfaction because Mrs. Scott Harmsen's property is required for state highway right-of-way.

For at least twelve years, the Highway Commission has been faced with almost constant demands to modernize the Corvallis-Newport Highway. The work has progressed slowly and has had to be done in increments because of revenue unavailability. The section westerly of Blodgett, which includes Mrs. Harmsen's property, was selected as the next increment because of the alignment of the present facility and the total inadequacy of the present road to properly handle today's traffic.

The proposed section was not located or designed arbitrarily and not without considerable study and analysis. This all results in the fact that it is not possible to convert any highway or road to modern standards without acquiring some additional right-of-way and causing some disruption and inconvenience to some persons.

Every reasonable alternate to acquiring Mrs. Harmsen's property was considered but when highways are relocated and modernized, something less than the best solution should not be undertaken if there is any possible way to avoid it.

I have discussed this matter with the Right of Way Section and find agreement has been made with Mrs. Harmsen and that before consenting, she was advised by a brother-in-law and her attorney. I find that the settlement was based on an appraisal Mrs. Harmsen secured and that she will be extended every possible consideration in having her residence moved to a different location.

The Highway Commission fully recognizes that in most instances people would prefer not to be disturbed and when it cannot be avoided, every effort and consideration are extended in arriving at an amicable solution.

I am advised that Mrs. Harmsen and the people who advised her were understanding and as far as we can tell are satisfied with the terms of the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Mrs. Scott Harmsen
Route 1
Blodgett, Oregon 97236

R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
D. J. Barbee
R. D. Asburry

RLP:ms fn

Porter

Both in law and in [illegible]
[illegible]
Eng [illegible]
Eichelberg

March 16, 1970

Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Mr. Cooper:

With reference to your letter of March 10 to Mr. Wendell Wyatt, you are very much mistaken if it is your opinion that moving Mrs. Harmsen's house is "satisfactory with the property owner." You are also mistaken is you believe there are family differences. The letters I have written to Mr. Wyatt state exactly my Aunt's feelings in this matter. She is being forced, against her will to sell you her property, with absolutely no other recourse.

Your Division would be hard pressed to "see that the matter is settled to her satisfaction". It is not to her satisfaction that she must lose the home that she and her husband built. It is not to her satisfaction that she must either move her house or see it torn down.

Please do not tell me that she can take the matter to court if she is not satisfied. You and I both know the futility of such action. You pay what you've offered, reguardless of the "adequacy of the appraisal."

In short Mr. Cooper, taking a home away from a 77 year old widow is a rotten thing in anyone's book. I should think you could find some way to avoid it.

Yours Truly,

Mrs. Gregory I. McHuron

Mrs. Gregory I. McHuron
Rt. 1 Box 7
Blodgett, Oregon 97326

RECEIVED
MAR 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Mr. Wendell Wyatt

RECEIVED
MAR 10 1970

FOR FILING

F-150 (12)

7353

AIRMAIL March 10, 1970

The Honorable Wendell Wyatt
Member of Congress
414 Cannon House Office Building
Washington, D. C. 20515

Dear Wendell:

Reference is made to your March 2 memo relative to a letter from Mrs. Gregory McHuron of Blodgett which expresses concern because the property of her aunt (Mrs. Scott Harmsen) is necessary for right-of-way for a contemplated highway improvement.

Our Right of Way people have been dealing with Mrs. Harmsen and, I believe, a brother or brother-in-law. It appears that a settlement will be likely on the basis of moving the home to some of the remaining property. As far as I can determine, this is satisfactory with the property owner.

This procedure, however, does not meet with the approval of a niece who feels that some other type of approach is in order. I believe we find ourselves in the middle of some family differences, but our Right of Way Agent reports that Mrs. Harmsen, while an elderly lady, is very coherent and is able to discuss the matter rationally and intelligently.

This Division will show Mrs. Harmsen every courtesy and will do everything within our power to see that the matter is settled to her satisfaction. If moving the home is the solution, we will see that it is accomplished. It is not the desire of the Highway Commission to cause anyone a hardship, and we will keep the inconvenience to a minimum.

I am sure you know that right-of-way settlements must be based on an appraisal and often, understandably, there is a difference of opinion as to the adequacy of the appraisal.

As requested, we are returning Mrs. McEuren's letter to you.

Kindest regards

Forrest Cooper
State Highway Engineer

Enc.

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
R. D. Asburry
D. H. Moehring

RLP:ms sr

McK ron
Rt. 1 Box 7
Blodgett
97326

Feb. 24 '70

Dear Congressm

Thank you very much for your letter in responce to the one I wrote to Congressman Dellenback. It was so nice of you to take the time to answer my letter — I'm sure you understand our despiration. My Aunt Tress is even more upset at this time because the highway department has offered her a rediculously low price for her house, property an timber. She asked them how they expected her to build another house, barn, chicken house and machine shop for that amount of $$ an they said she was being paid that amount because it's an "older" home. — to

Mc K ron
Rt. 1 Box 7
Blodgett
97326
Feb. 24 '70

Dear Congressr

Thank you very much for your letter in responce to the one I wrote to Congressman Dellenback. It was so nice of you to take the time to answer my letter — I'm sure you understand our despiration. My Aunt Tress is even more upset at this time because the highway department has offered her a rediculously low price for her house, property an timber. She asked them how they expected her to build another house, barn, chicken house and machine shop for that amount of $ an they said she was being paid that amount because it's an "older" home. — to which she replied — how is she suppose to build an "older" home. She's been a resident of our State for over 70 years so how can they do this to her — I begin to wonder if it's because she's a widow with no head for business. It's a terrible thing to think but could the highway department be deliberately taking unfair advantage of her?

I realize that it would take nothing short of a miracle to save Aunt Tress's home now. Everyone says it's impossible but I have a particular reason to believe in miracles. Exactly 22 years ago Congressman Walter Norblad managed to get Congress to allow an Oregon farmer, Mr. E.A. Wehnert to get three orphan children from Denmark, after the quota had been filled. That was a miracle for the Wehnert's and for me.— I'm the youngest of the three orphans with an undying faith in what our Congressman can do. I realize, as you say, that you have no jurisdiction in this matter but I also know you are a very influential man with many loyal followers I'm sure your opinion and ideas and recommendations would carry a lot of weight with our State officials.

As busy as you surely are with world an State problems,

I beg of you, please help
my Aunt.

With faith in you,

Mrs. Gregory McHeron

Blodgett, Oregon
97326

RECEIVED
MAR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1970
FOR FILING

F-150 (12)
7353

March 10, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

We are sending program data for one project, Item No. 484 for the Dudley Hill-Blodgett Section, which we wish to have included in the Federal Aid Primary Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

DAR:aw

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	FEDERAL-AID PR (PPM 2
DATE SUBMITTED TO W.O.	March 10, 1970	

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* U. S. 20 Blodgett W. 2.07 mi. 21 65	**ADT**	PRESENT 1,600	FUTURE 3,050 (66) (70)

YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Grading and Paving 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Ben
	NAME OF URBAN AREA 17-31	ROUTE NO. P

FEDERAL-AID

ESTIMATED PROJECT CO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		U. S. 20 Blodgett W. 2.07 mi.			
5					**ROW**		(Dudlee Hill-Blodgett Section)			
5					**CONST** (CODE) 6204			207	1,800,000	1,143,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	207	1,800,000	1,143,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

h 10, 1970

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	1,600	3,050 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	012 (4) (8)	484 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	F - 14 23	150 7	(12) 13	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Benton	003 (14) (16)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	22 (32)	33 (36)	(37) 20 (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Gr., Dr., 2-12' lanes H. T. Pave with 10' shoulders, 2-12' climbing lanes, 4' shoulders and 2' median.
207	1,800,000	1,143,000	657,000		ROW - 165' min. Access control - Partial. Parking restrictions - None Utility Adjustment required incl. prep. work.
207	1,800,000	1,143,000	657,000		
	(16) (23)	(24) (33)			

REMARKS

(over)

Dudlee Hill-Blodgett Section
Oregon Project No. F-150 (12)

Existing Facility
Roadway: 18' bituminous macadam surface with 2' shoulders.

Adjacent Sections
West End: Connects to 18' bituminous pavement with 2' shoulders:
East End: Connects to 22' bituminous pavement with 4' shoulders.

Project Data
The Project consists of grading and draining two 12 foot lanes of high type pavement with 10 foot shoulders. There will be 8,100 feet of climbing lane construction which will consist of four 12-foot lanes with 2 foot median and 4 foot shoulders.

There will be a temporary connection on the westerly end of the project between Sta. 1918+00 and 1933+00, as construction to final grade is being terminated at Sta. 1933+00 due to lack of primary funds caused by planned commitments to other primary projects. The alignment, even though not to grade, in the area between these stations must be done now to complete the channel change of Tum Tum Creek.

Design approval was given in BPR letter of November 24, 1969, subject "Burnt Woods-Blodgett Section."

The State clearing house was notified of intent February 4, 1970 and said notice has lain before said clearing house 30 days without comment.

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FEB 27 1970
FOR FILING

F-150 (12)
7353

AIRMAIL February 27, 1970

The Honorable Wendell Wyatt
United States Representative
414 Cannon House Office Building
Washington, D. C. 20515

Dear Wendell:

Your February 11 note requested information concerning the property of Mrs. Scott Harmon which was the subject of a letter addressed to you from Mrs. Gregory McHuron of Blodgett. The location of Mrs. Harmon's house is indicated on the attached hearing map for the Burnt Woods-Blodgett Section of the Corvallis-Newport Highway.

It simply is not possible to construct a road to modern standards and stay within the confines of the existing right-of-way. Every feasible alternate for missing the Harmon house has been investigated, but none of the schemes seem practical and some are quite expensive.

This particular project is the subject of strong public demand which has been before the Commission for quite a few years, as have many sections of the highway between Corvallis and Newport.

The channel change discussed in Mrs. McHuron's letter is also indicated on the map. This channel change is approximately 600 feet long, the design has been thoroughly reviewed, and we are sure it will not cause flooding. Anyone who presently takes water from the river can do so in the future.

While the Highway Division takes every reasonable and practical means to avoid displacing individuals, there are occasions when homes such as this must be acquired if we are to provide the needed public improvement. Every consideration will be extended to Mrs. [illegible] in negotiation for right-of-way through her property. I am sure she will be fully compensated.

If you need any additional information concerning this matter, please let me know. As requested, we are returning Mrs. [illegible]'s letter to you.

Kindest regards,

Forrest Cooper
State Highway Engineer

Encs.

cc: R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
R. D. Asburry

RLP:ms sr

RECEIVED
JAN [illegible] 1970
JOHN DELLENBACK

W-yatt

Dear Mr. Dellenbach, Jan. 25, 1970

I tried to call you recently when you were at the Eugene Hotel but was unable to reach you.

The particular problem I wanted to tell you about is my Aunt Tress. (Mrs. Scott Harmsen.) She is 77, a widow for 4 years an lives on her farm about 1/4 miles from us. The problem is our State Highway Commission. For some reason they are taking all of Aunt Tress's farm buildings, including the house that she helped Uncle Scott build several decades ago. And the whole business of taking her home away is so unnecessary. They're actually making a wide bend in the road to get over far

enough to take her house.
After farming this area for over 50 years, this tragedy will very nearly, if not completely end her life.

The second part of this new highway lay out is almost as bad — they intend to re-channel the river behind our house (from which we get our only water.) This is not only one of the worst acts man can committ against nature but will also flood peoples homes up river in the Winter. I just can't understand how our highway commission can do things like this, and how come we can't do a darn thing about it.

I guess our only hope is someone like you who is in

a position
I, myself
will again,
you are able
But please
them +

a position ~~te~~ of importance. I, myself voted for you and will again, regardless of whether you are able to help us, or not.

But please, please don't let them take away Aunt Tess's home, happiness and life.

We have faith in you!

RECEIVED
FEB 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely.

Mrs. Gregory McHuron
Rt. 1 Box 7
Blodgett, Oreg. 97326

requesting help for:

Mrs. Scott Harmsen
Rt. 1 Box 8
Blodgett, Oreg. 97326
telephone - 45-34176

RECEIVED
MAR 4 - 1970

FOR FILING

3-11-70

FORM PR-123
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INSPECTION REPORT

OSHD
Region
Renz, Area Engr

K

REGION NO. F-158(12)	REPORT ON Plan-in-Hand	DIVISION Oregon
DATE OF INSPECTION 2-11-70 Y353	INSPECTION MADE BY P. E. O'Neil, Asst Area Engr	PROJECT NO. F-222(-) XRef F-150(-)
IN COMPANY WITH *See Below		

REMARKS

DUDLEE HILL-BLODETT SECTION
~~COLUMBIA RIVER HIGHWAY~~ Corvallis - Newport

*G. Wimer, Asst Div Engr, OSHD
J. Walker, Construction, OSHD
R. Stein, Construction, OSHD
W. Sample, Design, OSHD
L. Fulgham, Design, OSHD
L. MacIntyre, Res Engr, OSHD
H. Johnson, DMS, OSHD

NOTED
F.B. KLABOE

A plan-in-hand was conducted with the above representatives from the Highway Division on the Dudlee Hill-Blodett Section. Four points of interest were noted on the preliminary plans and discussed in the field:

1. A typical section is needed for the detour.

2. Eight-inch perforated pipe was suggested at the following locations:

   a. Stas 1935 to 1955 on the north side of the highway
   b. In the cut between Stas 1984 and 1993
   c. Stas 2007 to 2023+50 on the south side of the highway

3. Consideration was given to eliminating roadway obliteration and extending the 30" pipe from Stas 2026 to 2027± for access purposes.

4. In place of the 8" perforated pipe at Stas 1961+70 and 1964+50 it was suggested the two 8" lines be replaced with 12" perforated pipe and function as cross drainage during construction until the random fill is constructed to the point where the 30" culverts are installed. Then the 12" can be sealed and function as first intended.

RECEIVED
FEB 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

orig cc to
Morgan
2-24-70

EDITION OF 1-66 MAY BE USED.

U.S. GOVERNMENT PRINTING OFFICE: 1969-O-314-025

RECEIVED
MAR 11 1970
FOR FILING

F-150 (12)
7353

A + R 502

4g

2-3-70

February 9, 1970

Board of County Commissioners
Benton County
Courthouse
Corvallis, Oregon 97330

Attention: Ralph Schindler
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a throughway agreement concerning the proposed construction of the Dudley Hill-Blodgett Section on the Corvallis-Newport Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
JAN 22 1970
FOR FILING

E-150 (12

7353

January 22, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the February 3 meeting will be a throughway-abandonment agreement concerning proposed construction of the Dudley Hill-Blodgett Section of the Corvallis-Newport Highway (US20) in Benton County.

This agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, base and paving. The County agrees to cooperate with the State in the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. The relocated portion of the highway will be on entirely new alignment, bypassing an approximate three-mile section of the existing facility. Benton County has agreed, upon completion of construction, to accept all the State's right, title, interest, jurisdiction, maintenance and control of the section to be bypassed.

This proposed project is tentatively scheduled for contract on the April 23 bid letting and has been estimated to cost approximately $1,800,000.

I recommend your approval of the agreement and request authority for the Secretary to sign the documents for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
H. S. Cox
R. D. Asburry

MCH:ljt mr

F-150(12)
7353

11-17-69

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET ______ OF ______ SHEETS
✓

DUDLEE HILL-BLODGETT SECTION
CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY

PHYSICAL CHARACTERISTICS

	Existing	New
LENGTH, MILES: Comparative	3.02	
LENGTH, MILES: Construction		2.36
TOTAL CENTRAL ANGLE	1,112° 24'	177° 52'
TOTAL NO. OF CURVES	28	3
MAXIMUM CURVE	40°	5° 15'
NO. OF MAX. CURVES	3	1
MAX. CENTRAL ANGLE, 1 CURVE	99° 48'	81° 12'
MAXIMUM GRADE	6%	6%
LENGTH MAX. GRADE	700'	3,185'
LENGTH 3% GRADE OR OVER	3,800'	8,100'
TOTAL RISE & FALL	254'	446'
HIGHEST GRADE ELEVATION	742'	860'

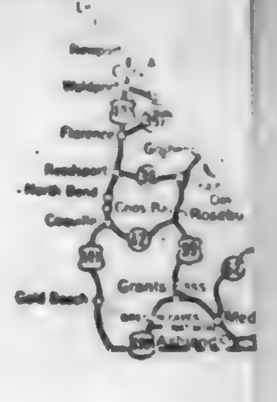
These physical characteristics were obtained from a photogrammetry map so are approximate.

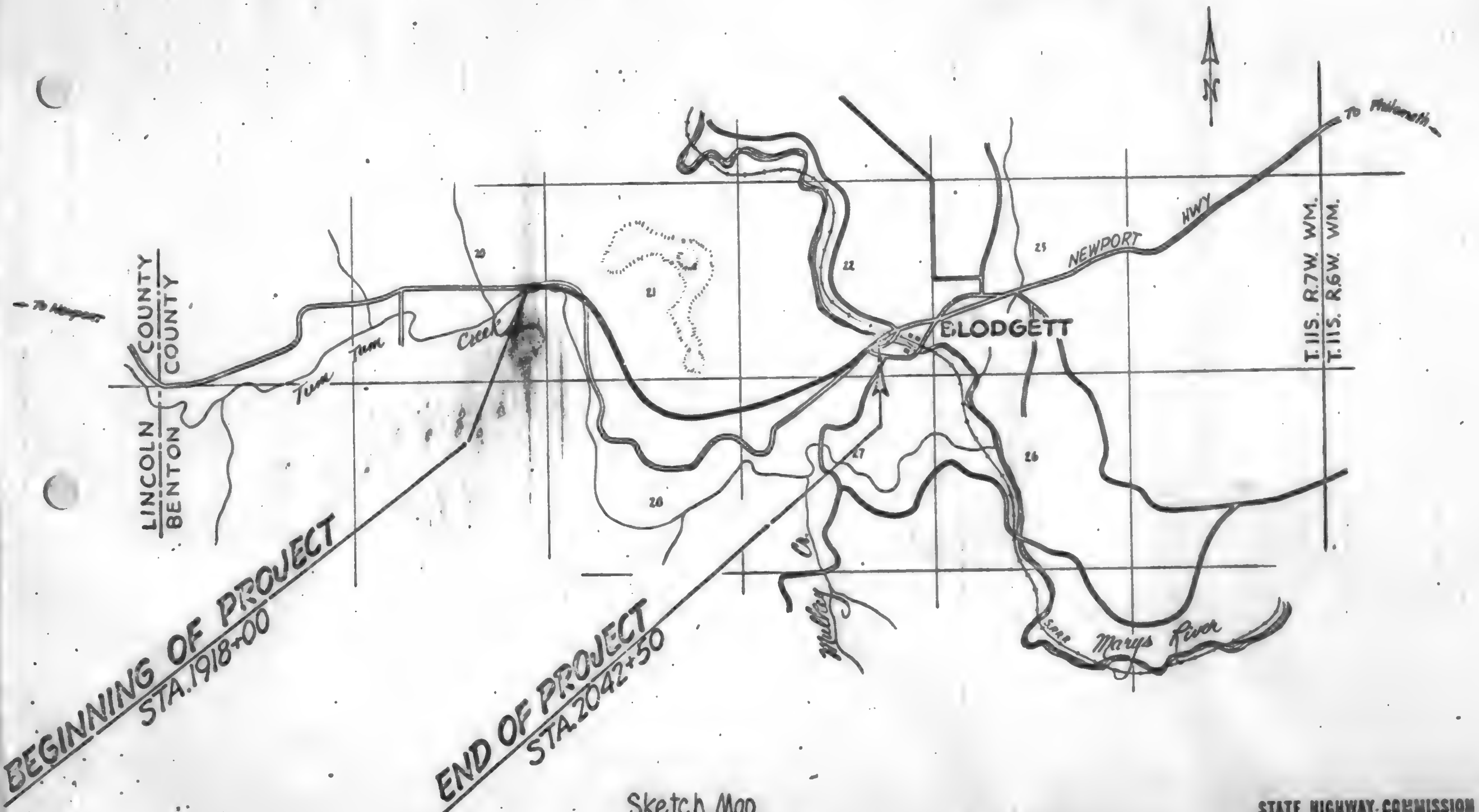
COST SUMMARY

GRADING & PAVING	
STRUCTURES	
RIGHT OF WAY	
ESTIMATED CONSTR. COST	

NOTED
F. B. KLABOE

DUDLEE HILL~BLODGETT SECTION
CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY





Sketch Map
Scale 0 2000 4000 Ft.

STATE HIGHWAY-COMMISSION
Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

APPR

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

GELLATLY SUMMIT SECTION
CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY

PHYSICAL CHARACTERISTICS

	Existing	New
LENGTH, MILES: Comparative	2.06	
LENGTH, MILES: Construction		1.88
TOTAL CENTRAL ANGLE	531° 46'	95° 18' 15"
TOTAL NO. OF CURVES	19	3
MAXIMUM CURVE	48°	5°
NO. OF MAX. CURVES	1	1
MAX. CENTRAL ANGLE, 1 CURVE	103° 34'	54° 22' 30"
MAXIMUM GRADE	10%	5%
LENGTH MAX. GRADE	400'	2,735'
LENGTH 3% GRADE OR OVER	5,700'	5,285'
TOTAL RISE & FALL	369'	345'
HIGHEST GRADE ELEVATION	802'	790'

These physical characteristics were obtained from a photogrammetry map so are approximate.

COST SUMMARY

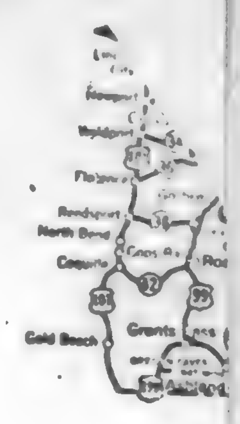
GRADING & PAVING

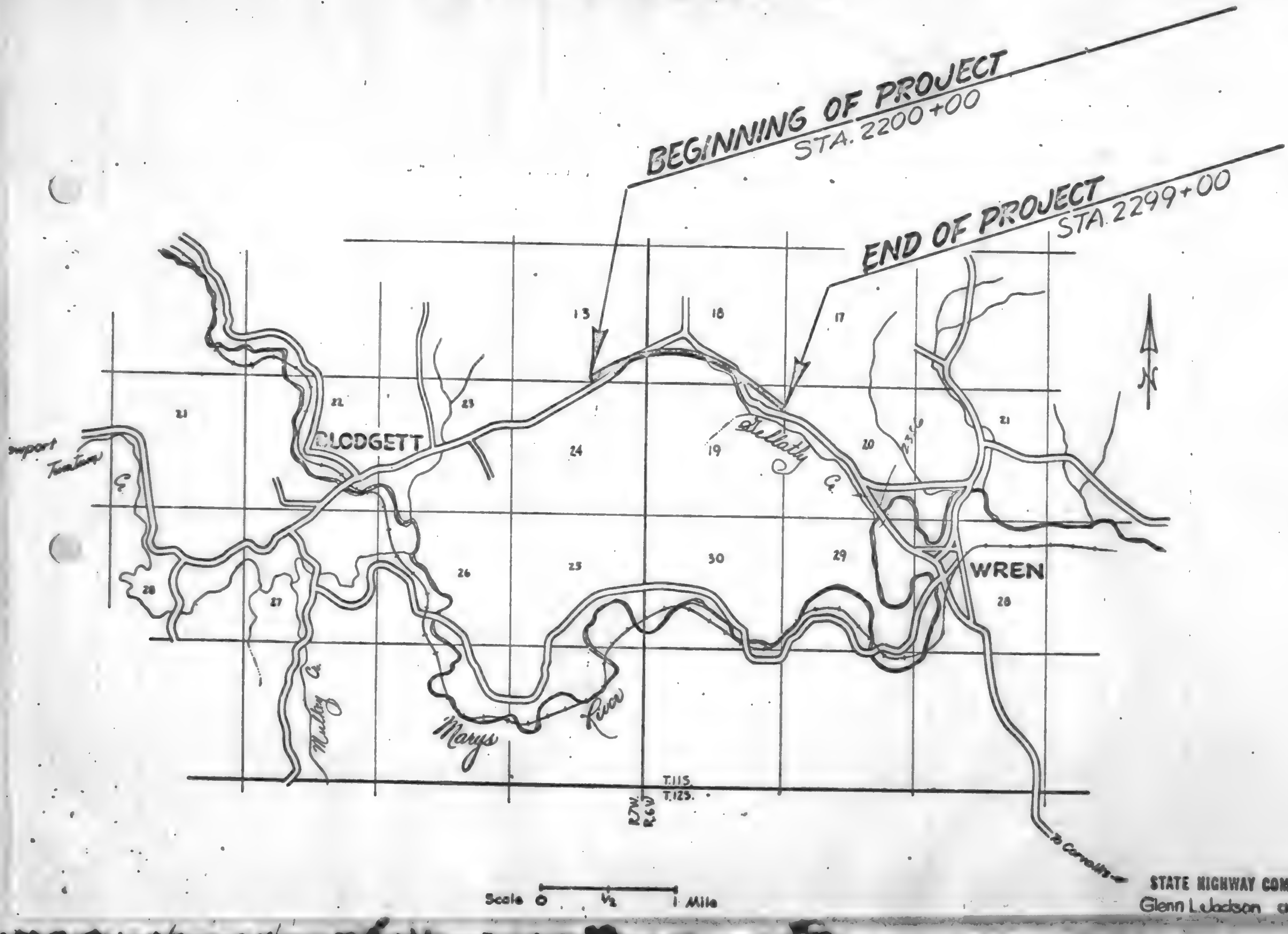
STRUCTURES

RIGHT OF WAY

ESTIMATED CONSTR. COST

GELLATLY SUMMIT SECTION
CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY





STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman

LOW BIDS RECEIVED NOVEMBER 13, 1969

ob o.	Project Name:	Engineers Estimate:	Contractor: Amount of Bid:	Contractor: Amount of Bid:	Contractor: Amount of Bid:
1	Marine Drive at Portway	$13,900.00	Skeeck Elec. Co. 10,475.00	W.R. Grasle Co. 10,725.00	Sims Elec. 12,200
2	Pistol River (Fr. Rd.) Bridge	$150,540.00	Hamilton Constr. 165,994.00	Ross Bros. Constr. 168,078.00	Robt. L. Jensen 179,280.00
3	Fountain Slide Section	$2,380,064.00	S.S. Mullens, Inc. 1,675,210.00	Erickson Paving Co. 1,953,290.00	Paul Zimmerly 1,994,180.00
4	Esplanade Street-Ft.Klamath Road Section	$139,395.00	Hamilton Constr. 117,640.00	M.R. Holst 117,805.50	Ross Bros. Constr. 118,563.00
5	Oregon Coast Hwy-Florence-Eugene Highway in Florence	$26,500.00	Hamilton Elec. Inc. 23,010.00	Hansen Elec. 24,671.00	Sims Elec. Inc. 25,200.00
6	S.Yamhill River (Grand Ronde) Bridge	$76,900.00	John B. Gilliland 71,398.00	Ross Bros. Constr. 78,794.00	Workman Constr. 89,562.00
7	Sunset Hwy-Beaverton Grad,Pave&Str.	A$4,392,239.00 B$4,538,094.00	Drake & Mullen "A" 4,394,669.00 "B" 4,553,281.00	Slate-Hall & Hamilton "A" 4,464,671.10 "B" 4,541,216.10	Lord Bros. "A" 4,560,680.00 "B" 4,719,300.00
	A-TOTAL B-TOTAL	$7,179,538.00 $7,325,393.00			

RECEIVED
JAN 24 1969
FOR FILING

F-150 (12)
7353

January 24, 1969

Board of County Commissioners
Benton County
Courthouse
Corvallis, Oregon 97330

Attention: Ralph Schindler
County Clerk

Gentlemen:

The State Highway Commission at its meeting on December 17, 1968, adopted a survey concerning improvement on the Dudley Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 360" adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

P

RECEIVED
DEC 17 1968
FOR FILING

F-150 (12)
7353

December 16, 1968

Oregon State Highway Commission

Gentlemen:

The survey on the Dudley Hill-Blodgett Section of the Corvallis-Newport Highway in Benton County has been completed. This project involves new location along the existing highway corridor, eliminating many sharp curves and a savings in highway length of 0.70 mile.

A public hearing will not be required for this section. The length of this section is 2.15 miles and a map is attached for your information.

The estimated construction cost of this section is $1,800,000 and the estimated right-of-way cost is $120,000, for a total estimated cost of $1,920,000.

I recommend your approval of the survey and request authority for the purchase of the necessary right-of-way, with construction to be started when funds become available.

This matter will be on the agenda for the December 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

BLG:ia lms
Attachment
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. J. Barbee
L. E. Young
C. E. Maison
D. H. Moehring
R. D. Asburry

6-4232 Coos Bay (McCullough) bridge, 1970
of Oregon Coast Hwy. at N. Bend.
#7355 (Cleaning & painting)

RECEIVED
FEB 22 1971

FOR FILING
6-4222
7355

RECEIVED
FEB 16 1971
LEGAL

C. Don Filer Agency, Inc.

COMPLETE INSURANCE SERVICE

616 BROADWAY EAST
SEATTLE, WASHINGTON · 98102

TELEPHONE
EAST 2-5800

February 12, 1971

NOTED
JACK L. SOLLIS

Department of Justice
507 State Highway Building
Salem, Oregon 97310

Attention: Jack L. Sollis, Ass't Attorney General
Re: Contract No. 7355 - H-N Painting Company
Painting of McCullough Bridge

Gentlemen:

Answering your letter to us of January 7th, 1971, we are pleased to advise that all parties listed in your letter have been contacted.

Payments have been made to Dave Backman, Hood River Distillers and Dale Bright. Payment is being processed for Winifred Stanley. We are awaiting final papers from Gerald Garriot subsequent to the payment of his claim. We have written to Mrs. Cameron however have had no reply.

We trust the above information will allow you to retire your file.

Thank you very much for calling our office regarding this matter.

Very truly yours,

C. DON FILER AGENCY, INC.

Delores Wix

Delores Wix

dw

RECEIVED
FEB 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

February 2, 1971

Ms. Winifred Stanley
269 Dove Lane
North Bend, Oregon 97459

Re: Contract No. 7355, Paint spray damage to your car.

Dear Mrs. Stanley:

On January 29, I again called the insurance company for the painting contractor and advised them that you had not been contacted. They advised me that they would be immediately sending you a claim form on which you could make your claim directly to them.

I would appreciate it if you could advise me immediately upon receipt of the claim form, so I may know that they are handling this matter at long last.

Sincerely yours,

LEE JOHNSON
Attorney General

NOTED
JACK L. SOLLIS

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg

Thank you Mr Sollis - I never would have gotten anywhere without your help.

NOTED
A. E. JOHNSON

FEB 5 - 1971

FOR FILE

6-4-[illegible]

7355

DEPARTMENT OF JUSTICE

Memorandum

TO: FILE

DATE: February 2, 1971

FROM: Jack L. Sollis, Asst. Attorney General

SUBJECT: Contract No. 7355 H - N Painting Co.

On January 29, I contacted the insurance carrier for the H - N Painting Co. and they advised me that they were looking into Mrs. Stanley's claim and were a bit confused by the correspondence. After discussing the matter with the lady in charge of the office, she advised me that they would forthwith send Mrs. Stanley a claim form and ask that she complete it and return it to them, and they assured me the matter would be taken care of.

I have this date written to Mrs. Stanley directly, asking her that she advise me when she has received a claim form from the insurance company.

JLS:mjk

JLS

cc: L. I. Lindas, Counsel
A. E. Johnson, Asst. State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 8, 1971

Ms. Winifred Stanley
269 Dove Lane
North Bend, Oregon 97459

Dear Ms. Stanley:

Your letter of December 17, 1970, to Mr. Floyd Query, Secretary of the Oregon State Highway Commission, has been referred to me for reply.

We have contacted the insurance agent for the H-N Painting Company. He has assured us that all of the claims are being processed and all people who have made claims are being sent proof of loss forms to fill out. If you have not received a communication from the insurance company by January 15, please advise me and further action will be taken to see that your claim is considered.

I am extremely sorry that you have suffered the inconvenience of writing several letters and hope this matter can be disposed of quickly.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

1/20/71 -
no word as yet.

RECEIVED
JAN 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 378-4402

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
MICHAEL GILLETTE
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JAMES F. LARSON
JOHN R. MCCULLOCH
FRANK G. MC KINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

January 7, 1971

Mr. Don Files Insurance Agency
616 Broadway East
Seattle, Washington 97102

Re: Contract No. 7355
Painting of McCullough
Bridge by H-N Painting Company

Dear Mr. Files:

This will confirm our telephone conversation of January 6, regarding claims against H-N Painting Company relative to the painting of the McCullough Bridge.

The complainant having the most recent complaint is Winifred Stanley, 269 Dove Lane, North Bend, Oregon 97459. In addition, there is a complaint of a Mr. Dave Backman, P. O. Box 225, Aumsville, Oregon 97325. His complaint was received on October 12, 1970. There was also a claim from St. Paul Insurance Companies, 1200 High Street, Eugene, Oregon 97401, relative to an automobile owned by Hood River Distillers. This complaint was received on October 2, 1970.

There is also a complaint from Mrs. John D. Cameron, 12135 S.E. Acacia, Milwaukie, Oregon 97222. This complaint was received on August 5, for damage on July 28.

There is also the complaint of Dale Bright, % Nalley's Fine Foods, 12560 S.W. Hall Boulevard, Tigard, Oregon. There is also a complaint from Safeco Insurance Companies, 120 N.W. 4th, Corvallis, Oregon 97330, relative to their insured Gerald Garriot. This complaint was received on July 29, 1970.

NOTED
A. E. JOHNSON

In reviewing the file, this is all of the complaints that I can find at this time. I, therefore, assume that that's all that have been made.

I would appreciate your advising me as to when all of these claims have been disposed of and in what manner they have been disposed of. Your cooperation in this matter is greatly appreciated.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gc

cc: A. E. Johnson

RECEIVED
JAN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 378-4402

TRIAL DIVISION

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FRANK C. MCKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

January 7, 1971

Mr. A. E. Johnson
Assistant State Highway Engineer
138 State Highway Building
Salem, Oregon 97310

Re: Contract No. 7355
H-N Painting Company

NOTED
A. E. JOHNSON

Dear Mr. Johnson:

I have advised the insurance carrier for the contractor, of the names of all parties who have complaint of having their car spattered, that I can find in the file.

I would suggest that a letter be directed to the contractor informing him that unless he or his insurance carrier handle these matters properly in the future, that he will be disqualified from bidding on future highway painting contracts.

In the case of Ms. Stanley, instead of turning the matter over to his insurance carrier, he undertook to reply to her that he had no legal obligation. I do not think Mr. Nesheim is qualified to render opinions as to the legal liability of his company.

The reason that I make this suggestion is that I have read numerous complaints over the years on almost every painting contract he has had, on the extremely poor manner in which the complaints are handled. In some cases on past contracts, I know that they have been completely disregarded because Mr. Nesheim is based in Washington and his insurance company is based in Washington. He merely tells the people very politely "to go fly a kite" and ignors their claims.

I think that if he is reminded that this is a reflection on the Oregon State Highway Division and will not be tolerated, that perhaps he will shape up. If he doesn't, I would certainly suggest disqualifying him.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gc

RECEIVED
JAN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
admin
BY SECRETARY

WINIFRED STANLEY
269 Dove Lane
North Bend, Ore. 97459

Dec. 17, 1970

Edwards

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Ore. 97310

Dear Sir:

I wrote you orginially because the H-N Painting Contractor REFUSED to do anything about the paint job they owe me and apparently their contract insurance doesn't intend to do anything about it either.

I think it is up to you to get after these people to do something or else.

Yours very truly,

W Stanley

Winifred Stanley

ws

RECEIVED
DEC 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FLOYD QUERY

RECEIVED
DEC 18 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 4 - 1971
FOR FILING

6-4232
7355

February 2, 1971

Ms. Winifred Stanley
269 Dove Lane
North Bend, Oregon 97459

Re: Contract No. 7355, Paint spray damage to your car.

Dear Mrs. Stanley:

On January 29, I again called the insurance company for the painting contractor and advised them that you had not been contacted. They advised me that they would be immediately sending you a claim form on which you could make your claim directly to them.

I would appreciate it if you could advise me immediately upon receipt of the claim form, so I may know that they are handling this matter at long last.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg

RECEIVED
JAN 22 1971
FOR FILING

6-4232

7355

507 State Highway Building

January 7, 1971

Mr. A. E. Johnson
Assistant State Highway Engineer
138 State Highway Building
Salem, Oregon 97310

Re: Contract No. 7355
H-N Painting Company

Dear Mr. Johnson:

I have advised the insurance carrier for the contractor, of the names of all parties who have complaint of having their car spattered, that I can find in the file.

I would suggest that a letter be directed to the contractor informing him that unless he or his insurance carrier handle these matters properly in the future, that he will be disqualified from bidding on future highway painting contracts.

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The reason that I make this suggestion is that I have read numerous complaints over the years on almost every painting contract he has had, on the extremely poor manner in which the complaints are handled. In some cases on past contracts, I know that they have been completely disregarded because Mr. Nesheim is based in Washington and his insurance company is based in Washington. He merely tells the people very politely "to go fly a kite" and ignors their claims.

I think that if he is reminded that this is a reflection on the Oregon State Highway Division and will not be tolerated, that perhaps he will shape up. If he doesn't, I would certainly suggest disqualifying him.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gc

RECEIVED
JAN 22 1971

FOR FILING

6-4832
7355

507 State Highway Building

January 7, 1971

Mr. Don Files Insurance Agency
616 Broadway East
Seattle, Washington 97102

Re: Contract No. 7355
Painting of McCullough
Bridge by H-N Painting Company

Dear Mr. Files:

This will confirm our telephone conversation of January 6, regarding claims against H-N Painting Company relative to the painting of the McCullough Bridge.

The complainant having the most recent complaint is Winifred Stanley, 269 Dove Lane, North Bend, Oregon 97459. In addition, there is a complaint of a Mr. Dave Backman, P. O. Box 225, Aumsville, Oregon 97325. His complaint was received on October 12, 1970. There was also a claim from St. Paul Insurance Companies, 1200 High Street, Eugene, Oregon 97401, relative to an automobile owned by Hood River Distillers. This complaint was received on October 2, 1970.

There is also a complaint from Mrs. John D. Cameron, 12135 S.E. Acacia, Milwaukie, Oregon 97222. This complaint was received on August 5, for damage on July 28.

There is also the complaint of Dale Bright, % Nalley's Fine Foods, 12560 S.W. Hall Boulevard, Tigard, Oregon. There is also a complaint from Safeco Insurance Companies, 120 N.W. 4th, Corvallis, Oregon 97330, relative to their insured Gerald Garriot. This complaint was received on July 29, 1970.

In reviewing the file, this is all of the complaints that I can find at this time. I, therefore, assume that that's all that have been made.

I would appreciate your advising me as to when all of these claims have been disposed of and in what manner they have been disposed of. Your cooperation in this matter is greatly appreciated.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gc

cc: A. E. Johnson

RECEIVED
DEC 14 1970
FOR FILING

6-4252

7355

December 11, 1970

Winifred Stanley
269 Dove Lane
North Bend, Oregon 97459

Dear Winifred:

This will acknowledge your letter of December 8, in which you mentioned that paint was splattered on your car during bridge painting operations on the McCullough Bridge.

The H-N Painting Contractor, whose address is 19504 Damson Road, Lynnwood, Washington 98036, held our Contract No. 7355 for painting this bridge.

Under the provisions of the contract, a contractor is required to carry liability insurance covering damages which may occur to others.

Our records show that this insurance was held with the Insurance Company of North America through their agent, Don Files, Insurance Agency, 616 Broadway, East, Seattle, Washington 97102. PH - 1-206-323-5800

This contract also provides that the contractor is responsible for any damages which occur because of his operations.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

REFERRED TO
BY SECRETARY

WINIFRED STANLEY
269 Dove Lane
North Bend, Ore. 97459

Dec. 8, 1970

Secretary of Hiway Commission
Salem, Oregon

Contract
7355

Dear Sir:

Last summer when the McCullough bridge was being painted I was driving my car over the bridge sometimes three or four times a day in conducting my business. I stopped many times to have paint wip~~p~~ed off the car whenever I saw it, but I couldn't always take the time to check it each time I went over. Therefore, there are many small spots of paint on the car now. Betty Bedwell, Corporate Secretary of the legal owner of the car, Fitrad, Inc. 10912 Weaver St., El Monte, Calif. 91733, wrote to the H. N. Painting Contractors, 19504 Damson Rd., Lynwood, Washington 98036 so informing them of the condition. She received this reply, and we feel sure that you would like to have it:

Nov. 25, 1970

"Fitrad, Inc.
10912 Weaver St.
El Monte, Calif.

Attention: Betty Bedwell, Corp. Sec'y
Re: Winifred Stanley
Dear Mrs. Bedwell:

We acknowlege recei~~t~~pt of your letter of November 16th, 1970 regarding the above.

Due to our having a cleaning station, with signs so notifying motorists, during the full time the painting operations were being conducted, we feel we have no further obligation for this matter.

Very truly yours,

H*N PAINTING COMPANY

Sgined: Harold Nesheim"

May we hear from you.

Sincerely,
Winifred Stanley
Winifred Stanley

Liab. Ins
Ins Co of N. America
C. Don Fike Ins agency
616 Perdy E.
Seattle Wn
98102

NOTED
LLOYD QUERY

RECEIVED
DEC 10 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 12 1970

THE ST. PAUL
INSURANCE COMPANIES
Serving you around the world... around the clock

EUGENE CLAIMS OFFICE
120[illegible] HIGH STREET
EUGENE, OREGON 97401
PHONE 342-2686

c-42332

-7355

H & W Painting Contractors
Dammon Road
Lynwood, Washington 98036

Re: Contract #7355

Gentlemen:

Under date of October 7, 1970 we wrote to you requesting reimbursement in the amount of $24 for cleaning an overspray of paint from a vehicle owned by Hood River Distillers and operated by Charley Browning. The loss occurred on June 25, 1970 when Mr. Browning drove over the bay bridge at North Bend, Oregon which you were painting.

To date we have not received a reply to our letter and your early attention to this matter is appreciated.

Yours very truly,

Dolores Rogers
Claim Department
djr

cc: Oregon State Highway Department ✓
Salem,
Oregon

November 10, 1970

RECEIVED
NOV 1[illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD QUERY

RECEIVED
NOV 3 - 1970

FOR FILING
6-4232
7355

November 2, 1970

Insurance Co. of North America
222 Sansome Street
San Francisco, California 94104

Gentlemen:

On October 28, 1970, we wrote to you concerning release of final payment on Contract No. 7355 awarded to Harold Hesheim dba H-H Painting Contractor for maintenance painting on the Coos Bay Bridge of the Oregon Coast Highway in Coos County.

Final payment on this contract is $6,718 and the total contract amount is $134,360. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Harold Hesheim
dba H-H Painting Contractor
19904 Duncan Road
Lynnwood, Washington 98036

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
G. T. Kenney

OCT 30 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

6-4532

October 28, 1970

NOTED
A. E. JOHNSON

Mr. Dave Backman
P O Box 225
Aumsville, Oregon 97325

Dear Mr. Backman:

I have a copy of your letter to H - N Painting Contractor concerning paint damage to your vehicle at the site of the Coos Bay Bridge. Damage of this nature is the direct responsibility of the painting contractor who holds State Contract 7355 for the work.

I am forwarding a copy of your letter to the contractor's surety company, who is Insurance Company of North America, 222 Samson St., San Francisco, California 94104. The contractor holds Insurance Company of North America General Liability Policy No. GLA 8 20 05 which was written by C. Don Filer Agency, Inc., 616 Broadway E., Seattle, Washington. The State Insurance Department advises me that there are many local agents of this Company in the State of Oregon.

This information is furnished you to assist you in possible recovery of the damage to your vehicle.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

CAG/ag
cc: Insurance Company of North America
(w/attachment)
cc: A. E. Johnson

RECEIVED
OCT 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

October 12, 1970

C 47355

Mr. Harold Nesheim
H - N Painting Contractor
19504 Damson Road
Lynnwood, Washington 98036

Dear Mr. Nesheim:

In reply to your letter of September 21st, your firm did spill paint on my 1970 Chrysler 300. This was spills and not just drift damage. The globs were sizeable and from bumper to bumper - including grill, hood, windshield, white vinal top, and trunk deck.

I was traveling north on the bridge and I did not observe any cleaning station in operation. Upon return to Salem, I went to the Chrysler Garage and they stated it was necessary to steam clean the top of the car and that delay could cause permanent damage to the top and necessitate its replacement. Therefore, I had it cleaned. The car had a protective finish which needs to be redone, following the cleaning. There is still some paint damage to the car, including remaining paint on the grill.

I do not feel your offer to inspect my vehicle, should I take time off to bring it to North Bend, is at all reasonable as a solution and feel it is an attempt on your part to evade your responsibility.

On another occasion, my wife had paint spilled by you on our 1970 Plymouth Duster and stopped and cleaned it off herself as other drivers were doing. No cleaning station was apparent to her at that time.

Sincerely,

Aumsville

P O B 225 Aums 97325

Dave Backman

DB:jt

cc: Oregon State Highway Division
Warren Elliott and Associates

NOTED
E. JOHNSON

RECEIVED
OCT 14 1970
BRIDGE DIVISION

RECEIVED
OCT 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. J. HART

~~363-4117~~

~~571-65[illegible]~~

RECEIVED
OCT 28 1970

6-4232
7355

October 27, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 29, 1970 on Contract No. 7355. The contract was with H & N Painting Contractor and was for maintenance painting on the Coos Bay (McCullough) Bridge Section of the Oregon Coast Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 27, 1970 and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

6-4232
7355.

FORM E-1 (REV. 10-60)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Coos Bay (Mc Cullough) Bridge		WEEK ENDING: Sept. 26, 1970
		SECTION PREFIX: 6-4232
	HIGHWAY: Oregon Coast	COUNTY: Coos
NAME OF JOB: Coos Bay (Mc Cullough) Bridge	KIND OF WORK: Maintenance Painting	
CONTRACTOR: H-M Painting Contractor	CONTRACT NUMBER: 7355	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 1, 1970	DATE WORK STARTED: May 18, 1970	ESTIMATED COMPLETION DATE: October 1, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 210	CALENDAR DAYS USED 132
PROJECT AUTHORIZATION: $ 152,612.10	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 63%
EXCLUSIVE OF ENGINEERING: $ 146,561.40	ENGINEERING AUTHORIZATION $ 12,101.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 146,561.40	ENGINEERING COST TO DATE $ 11,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98%
ESTIMATED PERCENT OVERRUN UNDERRUN . . . . ____%	PERCENT OF AUTHORIZATION . . . 91%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Pickup, motorcycle.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

RECEIVED
SEP 28 1970
BRIDGE DIVISION

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	20	Overcast			
MONDAY	21	Cloudy			
TUESDAY	22	Rain P.M.			
WEDNESDAY	23	Fair			
THURSDAY	24	Cloudy			
FRIDAY	25	Fair			
SATURDAY	26				

Routing
Morgan
Decker
[illegible] SD
Walker
Boehme
Johnsen
Pease
Swan
Gilson
Litchfield
Gallagher
Stein

RECEIVED
SEP 29 1970
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	Crew hung around to 2:30 p.m. No work - steel wet.
21 MONDAY	5 Men 9 a.m. to 6:30 p.m. on final green , spans 1,2&3.
22 TUESDAY	5 Men 9:30 to 5 p.m. on final green, spans 2 & 3.
23 WEDNESDAY	5 Men on final green 8 a.m. to 6:30 p.m. , spans 2 & 3.
24 THURSDAY	7 Men 8 a.m. to 6:30 p.m. 5 Men on final green on handrail.
25 FRIDAY	7 Men on final green on handrail.
SATURDAY 26	Weather permitting, crew picking up holidays.

REMARKS

Al Rear visited job on Wed. Back through project on Friday.

Contractor states he will finish on Men., Sept. 28th and ready for final inspection.

SIGNED ______ LOCATION ______

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 18 1970
FOR FILING

6-4232

7355

August 12, 1970

Mrs. John D. Cameron
12135 S. E. Acacia
Milwaukie, Oregon 97222

Dear Mrs. Cameron:

Your letter of August 10 states that you got green paint splattered on your car while crossing the bridge near Coos Bay. The only painting project that we have in that area is a contract awarded to H-N Painting Contractor, 19504 Damson Road, Lynnwood, Washington 98036. This contract is for painting the McCullough Bridge on the Oregon Coast Highway near Coos Bay.

The contractor is responsible for damages which may be incurred because of his operations.

A copy of this letter is being forwarded to the contractor for his information.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc H-N Painting Contractor

8-10-70

Dear Sirs

Contract
7355

On Tues July 28,
on our vacation my husband
and I were driving through
Coos Bay. We went across
a bridge and got green
paint splattered all over
our 1967 Chevelle. The
color of our car is dark turquoise
We would like to know
what the state highway
dept. could do about this
Please inform. Thank you

Mrs John D. Cameron
12135 S.E. Acacia
Milwaukie, Oregon 97222

JUL 1970

6-4232
7335

SAFECO INSURANCE
SAFECO. INSURANCE COMPANIES
120 N.W. 4th, Suite 202, Corvallis, Oregon 97330

July 29, 1970

Oregon State Highway Dept.
State Highway Bldg.
Salem, Oregon

Re: Insured: Gerald Garriot
Policy: P 307880
D/L: 6-24-70

Gentlemen:

I would appreciate it if you could supply me with the name of the firm contracted to paint the McCulloch Bridge (just north of North Bend, Oregon on Hy 101).

Paint was splattered on the above insured's vehicle and we have made payment for its removal.

Any information you could supply would help.

Thank you in advance.

Very truly yours,

Jerry Dietz

Jerry Dietz
Corvallis Claims

Contract 7335 awarded to
H-N Painting Contractor, 17504 Damson Road
Lynnwood Washington 98036

F. Query
Secty OSHC

Original returned to
Safeco 7-30

30

SAFECO INSURANCE COMPANY OF AMERICA / SAFECO LIFE INSURANCE COMPANY / GENERAL INSURANCE COMPANY OF AMERICA / FIRST NATIONAL INSURANCE COMPANY OF AMERICA

Nalley's FINE FOODS

REFERRED TO
Admin
BY SECRETARY

Johnson

July 23, 1970

State of Oregon
Highway Department
State Highway Building
Salem, Oregon

Gentlemen,

On Wednesday, July 22 at approximately 2 p.m. I was driving my car over the Bay Bridge in Coos Bay, Oregon. Your men were painting the bridge and paint was sprayed on my car as I drove across.

Would appreciate your sending me proper claim forms to handle this matter.

Sincerely,

Dale Bright

Dale Bright
Nalley's Fine Foods
12560 S.W. Hall Blvd.
Tigard, Oregon

DB:jt

RECEIVED
JUL 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Copy: [illegible]
Edward

RECEIVED
JUL 27 1970
BRIDGE DIVISION

RECEIVED
JUL 24 1970
OREGON
STATE HIGHWAY COMMISSION

Division of W. R. Grace & Co., 3303 South 35th Street • Tacoma, Washington 98411 • 206/383-1621

[illegible]
AUG 14 1970
FORM E-30 (REV. 10-69)
FOR FILING

6-4232
7355

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

July 20, 1970
Salem, Oregon

SUBJECT:
Contract 7355
McCullough Bridge Painting

To:
Mr. A. E. Johnson
Assistant State Highway Engineer

BUILDING

Please be advised that the contractor, H-N Painting Contractor, has been warned of the necessity to strip the excess paint from the brushes before applying the paint to the steel. This had been the source of most of the complaints.

A car cleaning station has been established at the bridge site.

We believe that the paint complaints should be held to a minimum with a reasonable effort on the part of the paint crew. If the crew in general gets careless and disregards the public we propose to remove the uncooperative workmen from the project. This could include the project superintendent.

A. A. Rear
Field Bridge Engineer

AAR/ag

cc: C. T. Keasey
Division C

NOTED
A. E. JOHNSON

RECEIVED
JUL 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52479-794

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 17, 1970

SUBJECT: Paint Damage
Coos Bay (McCullough)Br. Painting
Oregon Coast Highway
Coos County

To: Mr. A. E. Johnson
Assistant State Highway Engineer
SALEM

I am enclosing herewith a copy of my reply to Ivan D. Merchant, Bridge Engineer, regarding our investigation and steps taken to correct the paint damage to automobiles on the McCullough Bridge on the Oregon Coast Highway.

Since our last letter to the contractor on July 10, 1970, there has only been a small amount of painting accomplished due to the weather, so we are not sure how effective our threats have been.

We will continue to make every effort to stop the paint damage to the cars using the McCullough Bridge.

John Quiner II
JOHN QUINER II
Assistant Division Engineer

JQII:ejb
Attach.
cc: Ivan Merchant

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*93475-734

Roseburg, Oregon
July 13, 1970

Coos Bay (McCullough) Br. Painting
Oregon Coast Highway
Coos County

Mr. I. D. Merchant
Bridge Engineer
SALEM

I am in receipt of a copy of a letter from Mr. A. E. Johnson, Assistant State Highway Engineer, dated July 9, 1970, regarding the numerous complaints from local residents in Coos Bay regarding the paint damage to their automobiles.

I am enclosing two letters from E. H. Ash, Resident Engineer, which have been written to the contractor regarding our attempts to reduce the amount of paint dripping on autos. The contractor was first notified in writing on June 26, 1970 and then again on July 10, 1970.

In a discussion with Gene Ash on July 8, I advised him to be very firm with the contractor and that we could not tolerate the amount of drips and runs in the paint as well as the cars that are beinng paint dripped on them.

If the contractor does not heed these warnings, it will be necessary to take more serious steps.

For JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.

Q.50

RECEIVED
JUL 10 1970
FOR FILING

7355

Salem, Oregon
July 9, 1970

Contract 7355, M-M Painting Contractor
Coos Bay (McCullough) Bridge
Cleaning and Painting

I. D. Merchant
Bridge Engineer

BUILDING

This will confirm my conversation with you on July 7 relative to the subject painting contract.

In this conversation I advised you that Chairman Jackson during the Commission meeting told us that he had received numerous complaints from local residents utilizing the Coos Bay Bridge for commuting about paint spray damage to their cars.

I request that you instruct the Division to take appropriate steps to eliminate this damage.

Please advise what measures have been taken.

A. E. Johnson
Assistant State Highway Engineer

AEJ:me
cc K. L. Porter
Tom Edwards
F. D. Morgan
G. Y. Kenney

FORM 2-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1970

SUBJECT:

To: Tom Edwards
Deputy State Highway Engineer

Al- Please do

Please note that the Highway Commission stated they had received some complaints regarding the painting contractor at ~~Astoria~~. Coos Bay

The complainants feel that the contractor was not using reasonable precaution in preventing damage to vehicles.

I believe a report to the Commission is in order after you have looked into the problem.

R. L. Porter
State Highway Engineer

RLP:fn

cc Victor D. Wolfe

NOTED
TOM EDWARDS

RECEIVED
MAY 19 1970

FOR FILING

6-4232
7355

May 18, 1970

M-N Painting Contractor
19504 Damson Road
Lynnwood, Washington 98036

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7355 for maintenance painting of the Coos Bay (McCullough) Bridge Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

tf

Enclosure

cc: Insurance Company of North America
F. D. Morgan
I. D. Merchant
D. J. Barbee
C. T. Keasey
Eugene B. Ash

RECEIVED
MAY 4 - 1970

FOR FILING

6-4232
7355

May 4, 1970

H-H Painting Contractor
19504 Damson Road
Lynnwood, Washington 98036

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7355 in the amount of $134,360 on the Coos Bay (McCullough) Bridge cleaning and painting project on the Oregon Coast Highway in Coos County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
bc Frank Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
Eugene Ash
Wm. Geibel (SAIF)

RECEIVED
APR 8 - 1970
FOR FILING

6-4235
1335

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
J. PAT METKE, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

April 6, 1970

cc's sent 4-7-70

F. B. Klaboe
L. H. Young
T. C. Roake (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
R. D. Asburry (2)
C. T. Keasey (2)

State Highway Engineer
Highway Division
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We have reviewed proposed projects referred to in your letters of March 13 and March 23, 1970, entitled:

(1) Astoria Bridge Painting, Oregon Coast Highway
(2) Coos Bay (McCullough) Bridge Section, Oregon Coast Highway

Neither of the above projects will have any adverse effects on wildlife resources, and the projects are approved.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
APR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

Routing
Tarbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Willis
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
APR 7 1970
DESIGN
DIVISION

RECEIVED
APR 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 5 - [illegible]

FOR FILING
6-4232
7355

SP*23857-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 3, 1967

To: MEMO TO FILE

SUBJECT:

This letter is to document for the file that the writer discussed with Mr. Carl Williams traffic handling problems on the McCollough Bridge at North Bend. These problems will occur during a structure painting operation. Originally it was thought that two 10-foot lanes could be maintained in order to provide two-way traffic on the bridge.

Carl indicated in a telephone conversation December 29 that they had discovered that it would be only possible to place a load (machinery) on the first foot of the curb and sidewalk. Initially it had been assumed that the full width of the sidewalk could be utilized for placement of equipment. Because of the new restrictions in order to place their equipment on the structure, it would be necessary to reduce the traveled road width to 18 feet. Two 9-foot lanes could be maintained for passenger car traffic. However, this width would not be adequate for the passage of chip trucks.

It was agreed that one-way traffic would be the best plan of operation while maintaining flagmen at each end of the one-way section. The section which will move is to be only 300 feet in length and will be deactivated during the hours of darkness. If the one-way scheme does not prove adequate for handling traffic, I advised Carl that two 9-foot lanes could be established with special flagging required for trucks.

L. E. George
Assistant Traffic Engineer

RECEIVED
JAN 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

LEG:mk
cc: Tom Edwards
Carl Williams

NOTED
TOM EDWARDS

310-1737 Myrtle Cr. (3rd Ave. & Division 1970
St.) Section. (Grad. & Pav.)
#7356

C9A 3676
Supple. Letter agt. Cl.

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 104012

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-1 -70	CC 1711		21 -1 1?-295 37,?21.07 21 -1 137-295 170,478.45

RECEIVED
COUNTY & CITY SECTION
NOV 17 1970
☑ ENGR. ☑ COOR. ☐ OE ☒ AE ● UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

City of Myrtle Creek
City Hall
Myrtle Creek, Oregon 97457

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION		QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment project on 3rd Avenue and Division Street. Contract No. 7256. Covered by agreement dated February 1 , 1969.				
Original Advance Deposit	191,365.00			
Less amount previously transferred	170,000.00			
Balance Advance Deposit				21,365.00
As per attached statement:				
Final Cost			202,971.52	
State's agreed share			25,000.00	
Agreed City's Share			177,971.52	
Less amount previously transferred			170,000.00	
				7,971.52
To be refunded				13,393.48

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $

By

OREGON STATE HIGHWAY DEPARTMENT

Form A-181—(7-66)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Myrtle Creek
City Hall
Myrtle Creek, Oregon 97
Attention of Mr. Frank P. Danner, Administrator

Request No. (assigned by staff engineer or head of division) CC1241
Date November 10, 1970
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Special City Allotment project on 3rd Ave. and Division St.
Contract No. 7356
Covered by agreement dated February 18, 1969.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County and City advance deposit	191,365 00	191,365 00
		Partial Transfer of advance deposit	170,000 00	170,000 00
		Balance		$21,365 00
		Final Cost	202,971.52	
		State's agreed share	25,000.00	
		Agreed City Share	177,971.52	
		Amount previously transferred	170,000 00	7,971.52
				13,393.48

4 copies

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $191,365.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $170,000.00

Give the number of the last previous request in connection with this same service. CC 1221

Credit distribution:

310-1412-295	7,501.07
310-1737-295	170,470.45

Submitted by: Oscar H. Norberg

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Date November 10, 1970

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1969

Contract #7356 Prefix 310-1737 Survey Prefix 310-1412

Street Third Avenue and Division Street

City Myrtle Creek

Payments to Contractor (see attached voucher)	$175,521.67
Engineering and Contingencies	19,948.78
Survey: Total $1,100.05 Prorated Share ....*	7,501.07
TOTAL	202,971.52
Agreed State Share	25,000.00
Agreed City Share	177,971.52
City Advance Deposit	191,365.00
REFUND DUE CITY	13,393.48

Reference: Outside Billing oc 1241

$$\text{*Construction costs over \$25,000} = \frac{170{,}470.45 \times 8{,}601.12}{\text{Construction costs: } 195{,}470.45} = \$7{,}501.07$$

RU

REGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

RM A-20 (REV. 6-63)

COUNTY DOUGLAS

CONTRACT NO. [illegible]

ESTIMATE NO. 5 EXX

HIGHWAY CITY STREET

FEDERAL AID PROJECT NO.

SECTION MYRTLE CREEK /3RD AVE & DIVISION ST/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
01	9N CLEARING AND GRUBBING	LUMP SUM	3500.0000	100.0
02	9N REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	4000.0000	100.0
03	9N GENERAL EXCAVATION	CU YDS	1.6000	10,564.47
04	9N TRENCH EXCAVATION	CU YDS	5.0000	691.81
05	9N FINISHING ROADBED AND SLOPES	LUMP SUM	3500.0000	100.00
06	9N WATERING	M-GALS	3.0000	450.5
07	9N LIME TREATED SUBGRADE	SQ YDS	.4500	17,319.43
08	9N LIME FOR TREATED SUBGRADE	TONS	40.0000	178.89
13	9N ASPHALT CEMENT IN MIXTUREPA 6	TONS	55.0000	641.55
14	9N 8-INCH SEWER PIPE	LIN FT	4.2500	1,614.00
16	9N 12-INCH SEWER PIPE	LIN FT	6.5000	630.00
18	9N CONCRETE INLETS, TYPE GB-1	ONLY	[illegible]	28.00
19	9N CONCRETE INLETS, TYPE G-2MA	ONLY	[illegible]	1.00
20	9N 4-INCH DRAIN PIPE	LIN FT	2.5000	79.00
21	9N 6-INCH DRAIN PIPE	LIN FT	2.5000	389.00
22	9N SPEC FILTER MATERIAL IN DRAINS	CU YDS	5.0000	93.35
23	9N CONCRETE WALKS	SQ YDS	4.5000	1,060.40
24	9N CONCRETE DRIVEWAYS	SQ YDS	5.5000	290.4
25	9N CONCRETE CURBS	CU YDS	55.0000	172.1
26	9N EXTRA FOR ASPH APPROACHES	ONLY	50.0000	19.00
27	9N ADJUSTING MANHOLES	ONLY	[illegible]	17.0
	PRICE AGREEMENT ITEMS			
0501	9N CI B AC MIX	TON	6.5000	10,401.1
0701	9N FURN & PLACE SAND BACKFILL	CU YD	2.5000	8.5
0801	9N ASPHALT TACK COAT 94002	TON	[illegible]	2.01
0901	9N REV MANHOLE CONSTR DEL BI 17	EACH	235.0000	2.00
1001	9N INST SALV MANHOLE RING & COVER	EACH	[illegible]	1.00
	FORCE ACCOUNT ITEMS			
01	9N FLAGGING 94001			

DATE 09 24 70 PG. 01 7356

REVIOUS VOUCHER NO. 9969

HECKED BY: CP/ea

NGINEER OR AUDITOR A. W. Bates

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
		5 XXXXX Final	XXXXXXXXXXXX
IT	FEDERAL AID PROJECT NO.		310 1737 201 (41) 6.07 Dr.
EK /3RD AV. & DIVISION ST/			310 1737 204 (41) 9,421.65 Dr.

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	3500.0000	100.000	3500.00	[illegible]	
S	LUMP SUM	4000.0000	100.000	[illegible]	[illegible]	
	CU YDS	1.6000	10,564.470	16903.15	16903.84	.69-
	CU YDS	[illegible]	591.810	3459.05	3460.45	1.40-
	LUMP SUM	[illegible]	100.000	[illegible]	[illegible]	
	M-GALS	3.0000	450.520	1351.56	1351.56	
	SQ YDS	.4500	17,319.430	7793.74	7806.19	12.45-
	TONS	40.0000	178.890	7155.60	7155.60	
	TONS	35.0000	641.550	22454.25	22454.25	
	LIN FT	4.2500	1,614.000	6859.50	6859.50	
	LIN FT	6.5000	630.000	4095.00	4095.00	
	ONLY	[illegible]	23.000	[illegible]	[illegible]	
	ONLY	[illegible]	1.000	[illegible]	[illegible]	
	LIN FT	2.5000	79.000	197.50	197.50	
	LIN FT	[illegible]	389.000	2222.50	2222.50	
	CU YDS	[illegible]	93.350	[illegible]	[illegible]	
	SQ YDS	4.5000	[illegible]	[illegible]	[illegible]	[illegible]
	SQ YDS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	CU YDS	[illegible]	172.150	[illegible]	[illegible]	
	ONLY	[illegible]	19.000	[illegible]	[illegible]	
	ONLY	[illegible]	17.000	[illegible]	[illegible]	
	TON	[illegible]	[illegible]	67607.28	67607.28	
	CU YD	2.5000	8.530	21.33	21.33	
	TON	60.0000	2.010	120.60	120.60	
	EACH	295.0000	2.000	590.00	590.00	
	EACH	[illegible]	1.000	[illegible]	[illegible]	
				614.17	614.17	
	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					
				[illegible]	[illegible]	9,421.72

REGON STATE HIGHWAY DEPARTMENT

ONTRACT PAYMENT VOUCHER

0 (REV. 6-63)

COUNTY		CONTRACT NO. 7355	ESTIMATE NO. 5
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE

09 24 70 . PG. 02 7356

OUCHER NO.

Y:

R AUDITOR

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

CONTRACT NO. 1355

ESTIMATE NO. 5

FEDERAL AID PROJECT NO.

PREFIX NO'S.

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
		TOTAL CONTRACT ITEMS	[illegible]	[illegible]	[illegible]
		% RETAINED ON CONTRACT ITEMS		9,421.65	9,421.65
		FORCE ACCOUNT	614.17	[illegible]	
		TOTAL PAYMENTS	175,521.67	166,093.95	[illegible]

RECEIVED
OCT 5 - 1970
FOR FILING

310-1737
7356

October 5, 1970

Fidelity and Deposit Co. of Maryland
900 Failing Building
Portland, Oregon 97204

Gentlemen:

On October 1, 1970, we wrote to you concerning release of final payment on Contract No. 7356 awarded to Roseburg Paving, Inc., for work on 3rd Avenue and Division Street in Myrtle Creek.

Final payment on this contract is $9,427.72 and the total contract amount is $175,521.67 including $624.17 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
G. T. Kenney

RECEIVED
OCT 1 - 1970
FOR FILING

310-1737
7356

October 1, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 26, 1970, on Contract No. 7356. The contract was with Roseburg Paving, Inc., and was for grading and paving on the Myrtle Creek (3rd Avenue and Division Street) Section in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 1, 1970, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey
ms sr

OREGON STATE HIGHWAY DEPARTMENT 09/24/70 **PROGRESS ESTIMAT**

SECTION MYRTLE CREEK /3RD A & DIVISION ST/

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

COUNTY UGLAS

SPECIFIED COMPLETION A) 90 CWD B) C)

CONTRACTOR ROSEBURG PAVING INC
97470

AWARDED 05

EXTENSION

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	CLEARING AND GRUBBING	LUMP SUM	35000000	100000	350000	100000	350000
002	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	40000000	100000	400000	100000	400000
003	GENERAL EXCAVATION	CU YDS	16000	9850000	1576000	10564470	1690315
004	TRENCH EXCAVATION	CU YDS	50000	300000	150000	691810	345905
005	FINISHING ROADBED AND SLOPES	LUMP SUM	35000000	100000	350000	100000	350000
006	WATERING	M-GALS	30000	60000	18000	450500	135150
007	LIME TREATED SUBGRADE	SQ YDS	4500	18400000	828000	17319430	779374
008	LIME FOR TREATED SUBGRADE	TONS	400000	200000	800000	178890	715560
009	CEMENT TREATED BASE MIX PA 1	TONS	57500	8280000	4761000		
010	PORTLAND CEMENT IN CTB MIXTURE PA 2	TONS	340000	450000	1530000		
011	ASPHALT IN SEAL PA 3	TONS	1200000	16000	192000		

ROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM E-498 (REV. 5-69)

AWARDED 05 20 70 F.A.P.

CONTRACT NO. 1356

WORK DONE TO:

ND

EXTENSION

APPROVED

PREFIX 31 737

A) 85 CWL

ESTIMATED DATE OF COMPLETION:

VING INC

USED B)

ESTIMATE NO. 05

C)

FINAL

RRECTED ESTIMATE		PERFORMED TO DATE 08/26/70		TO COMPLETE 08/26/70		GROUP P OR N	NEW TOTAL TO DATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	350000	100000	350000			9N		
100000	400000	100000	400000			9N		
10564470	1690315	10564470	1690315			9N		
691810	345905	691810	345905			9N		
100000	350000	100000	350000			9N		
450500	135150	450500	135150			9N		
17319430	779374	17319430	779374			9N		
178890	715560	178890	715560			9N		
						9N		
						9N		
						9N		

OREGON STATE HIGHWAY DEPARTMENT 09/24/70 **PROGRESS ESTIMAT**

SECTION	MYRTLE CREEK /3RD VE & DIVISION ST/	COUN	DOUGLAS
		AWARDED	05
		SPECIFIED COMPLETION	A) 90 CWD B) C)
HIGHWAY	CITY STREET	EXTENSION	
TYPE WORK	GRADING AND PAVING	CONTRACTOR	ROSEBURG PAVING INC 97470

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
012	CLASS B ASPHALT CONCRETE MIXTURE PA 4	TONS	85000	3580000	3043000		
013	ASPHALT CEMENT IN MIXTURE PA 6	TONS	350000	230000	805000	641550	2245425
014	8-INCH SEWER PIPE	LIN FT	42500	1640000	697000	1614000	685950
015	10-INCH SEWER PIPE	LIN FT	45000	14000	6300		
016	12-INCH SEWER PIPE	LIN FT	65000	660000	429000	630000	409500
017	CONCRETE MANHOLES PA 9	ONLY	3250000	3000	97500		
018	CONCRETE INLETS. TYPE CG-1	ONLY	1500000	30000	450000	28000	420000
019	CONCRETE INLETS. TYPE G-2MA	ONLY	2000000	1000	20000	1000	20000
020	4-INCH DRAIN PIPE	LIN FT	25000	22000	5500	79000	19750
021	6-INCH DRAIN PIPE	LIN FT	25000	530000	132500	889000	222250
022	SPEC FILTER MATERIAL IN DRAINS	CU YDS	50000	70000	35000	93850	46925

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5-69)

AWARDED 05 20 70 F.A.P.

CONTRACT NO. 7356

WORK DONE TO:

CMO

EXTENSION

APPROVED

PREFIX 310 1737

A) 85 CMO

ESTIMATED DATE OF COMPLETION:

PAVING INC

USED B)

ESTIMATE NO. 005

C)

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/26/70		TO COMPLETE 08/26/70		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						9N		
641550	2245425	641550	2245425			9N		
1614000	685950	1614000	685950			9N		
						9N		
630000	409500	630000	409500			9N		
						9N		
28000	420000	28000	420000			9N		
1000	20000	1000	20000			9N		
79000	19750	79000	19750			9N		
889000	222250	889000	222250			9N		
93850	46925	93850	46925			9N		

OREGON STATE HIGHWAY DEPARTMENT 09/24/70 PROGRESS ESTIMAT

SECTION MYRTLE CREEK /3RD A & DIVISION ST/
COUNTY UGLAS
AWARDED 05
HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 90 CWD B) C)
EXTENSION
TYPE WORK GRADING AND PAVING
CONTRACTOR ROSEBURG PAVING INC
97470

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
023	CONCRETE WALKS	SQ YDS	45000	1290000	580500	1060400	477180
024	CONCRETE DRIVEWAYS	SQ YDS	55000	500000	275000	290400	159720
025	CONCRETE CURBS	CU YDS	550000	200000	1100000	172150	946825
026	EXTRA FOR ASPH APPROACHES	ONLY	500000	20000	100000	19000	95000
027	ADJUSTING MANHOLES	ONLY	800000	14000	112000	17000	136000
	TOTALS FOR ORIG. CONTRACT				18843300		10650829
	PRICE AGREEMENTS						
30101	DOC DELETION BI-9						
30201	DOC DELETION BI 10						
30301	DOC DELETION BI 11						
30401	DOC DELETION BI 12						

PROGRESS ESTIMATE AND COST REPORT PAGE NO. 03 FORM E-498 (REV. 5-69)

AWARDED 05 20 70 F.A.P. CONTRACT NO. 7356 WORK DONE TO:

CWD

EXTENSION APPROVED PREFIX 310 1737

A) 85 CWD

ESTIMATED DATE

PAVING INC USED B) ESTIMATE NO. 005 OF COMPLETION:

C) FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/26/70		TO COMPLETE 08/26/70		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
1060400	477180	1060400	477180			9N		
290400	159720	290400	159720			9N		
172150	946825	172150	946825			9N		
19000	95000	19000	95000			9N		
17000	136000	17000	136000			9N		
	10650829		10650829					
						9N		
						9N		
						9N		
						9N		

OREGON STATE HIGHWAY DEPARTMENT 09/24/70 PROGRESS ESTIMA

SECTION MYRTLE CREEK /3RD AV & DIVISION ST/
COUNTY GLAS
AWARDED 05
HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 90 CWD
B)
C)
EXTENSION
TYPE WORK GRADING AND PAVING
CONTRACTOR ROSEBURG PAVING INC
97470

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
30501	CI B AC MIX	TON	65000			10401120	6760728
30601	DOC INC QUANT BI 13						
30701	FURN & PLACE SAND BACKFILL	CU YD	25000			8530	2133
30801	ASPHALT TACK COAT 94002	TON	600000			2010	12060
30901	REV MANHOLE CONSTR DEL BI 17	EACH	2950000			2000	59000
31001	INST SALV MANHOLE RING & COVER	EACH	600000			1000	6000
	FORCE ACCOUNTS						
801	FLAGGING 94001						61417
	* TOTAL PAY COSTS				18843300		17552267
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1				100000		

ROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

FORM E-498 (REV. 5-69)

AWARDED 05 20 70

F A.P

CONTRACT NO. 7356

WORK DONE TO:

CWD

EXTENSION

APPROVED

PREFIX 310 1737

A) 85 CWD

ESTIMATED DATE OF COMPLETION:

AVING INC

USED B)

ESTIMATE NO. 005

C)

FINAL

ORRECTED ESTIMATE		PERFORMED TO DATE 08/26/70		TO COMPLETE 08/26/70		GROUP P OR N	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
10401120	6760728	10401120	6760728			9N		
						9N		
8530	2133	8530	2133			9N		
2010	12060	2010	12060			9N		
2000	59000	2000	59000			9N		
1000	6000	1000	6000			9N		
	61417		61417			9N		
	17552167		17552167					
						9N		

OREGON STATE HIGHWAY DEPARTMENT 09/24/70 PROGRESS ESTIMATE

SECTION MYRTLE CREEK /3RD A & DIVISION ST/

COUNTY UGLAS

AWARDED 05

SPECIFIED COMPLETION A 90 CWD

B

C

EXTENSION

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

CONTRACTOR ROSEBURG PAVING INC
97470

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
94002	ASPHALT TACK COAT PA B				20000		
98999	CONTINGENCIES				853348		
99999	ENGINEERING				1706697		1785433
	GRAND TOTALS				21523345		19337000

RESIDENT ENGINEER DATE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 05

FORM E-498 (REV. 5-69)

AWARDED 05 20 70 F.A.P.

CONTRACT NO. 7 56

WORK DONE TO:

CWD

EXTENSION

APPROVED

PREFIX 31C 1737

A) 85 CWD

ESTIMATED DATE OF COMPLETION:

PAVING INC

USED B)

ESTIMATE NO. 005

C)

FINAL

ORRECTED ESTIMATE		PERFORMED TO DATE 08/26/70		TO COMPLETE 08/26/70		GROUP P OR N	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						9N		
	1785433		1704679		80754			
	19337400		19256646		80754			
DATE		DIVISION ENGINEER						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 05

FORM E-498 (REV. 5-69)

90 CWD

AWARDED 05 20 70

F.A.P.

CONTRACT NO. 7356

WORK DONE TO:

EXTENSION

APPROVED

PREFIX 31C 1737

A 85 CWD

G PAVING INC

USED B

C

ESTIMATE NO. 005

FINAL

ESTIMATED DATE OF COMPLETION

CORRECTED ESTIMATE		PERFORMED TO DATE		TO COMPLETE		GROUP P OR N	NEW TOTAL TO DATE	
			08/26/70		08/26/70			
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						9N		
	1785433		1704679		80754			
	19337600		19256846		80754			

DATE

DIVISION ENGINEER

310-1737
7356

FORM E-1 (REV. 12-60)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Myrtle Creek (3rd Ave. & Division St.)
WEEK ENDING: Aug. 28, 1970
SECTION PREFIX: 310-1737
HIGHWAY: City Street
COUNTY: Douglas
NAME OF JOB: Myrtle Creek (3rd Ave. & Division St.)
KIND OF WORK: Grading & Paving
CONTRACTOR: Roseburg Paving, Inc.
CONTRACT NUMBER: 7356
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 20, 1970
DATE WORK STARTED: May 12, 1970
ESTIMATED COMPLETION DATE: August 26, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 90
WORK DAYS USED:
CALENDAR DAYS USED: 85
SPECIFIED COMPLETION DATE: Sept. 2, 1970
PERCENT OF TIME ELAPSED: 94.4
PROJECT AUTHORIZATION: $215,233.45
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $198,166.48
ENGINEERING AUTHORIZATION: $17,066.97
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $174,901.43
ENGINEERING COST TO DATE: $17,854.77
DATE PROJECT WAS COMPLETED: August 26, 1970
ESTIMATED PERCENT: UNDERRUN 10 %
PERCENT OF AUTHORIZATION: 104 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.63				0.63
MILES PARTIALLY COMPLETED	0.63				0.63
MILES COMPLETED	0.63				0.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,722				11,974
TOTAL QUANTITIES CORRECTED TO DATE	10,565				10,401
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,565				10,401
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY	0				0
HOURS PER SHIFT	0				0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY	Clear	1		
THURSDAY	Clear	1		
FRIDAY	Clear	1		
SATURDAY	Clear	1		

RECEIVED
SEP 1 1970
CONSTRUCTION DIVISION

Routing
Pease
Swan
Johnson
Stein

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Curb Crew worked 2 hours patching some chipped curb. 2 Men.
TUESDAY	No Work
WEDNESDAY	Curb Crew worked 2 hours patching some chipped curb. 2 Men.
THURSDAY	No Work.
FRIDAY	No Work
SATURDAY	No Work

REMARKS

Project Semi Final Estimate was sent to Regional Office 8-27-70.

Project Completed 8-26-70.

Last Weekly Report.

✓Original to construction
c.c. Construction
Regional
Files

SIGNED Alfred W. Bates LOCATION Roseburg
Alfred W. Bates Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

pca

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103140

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-27-70	CC 1[illegible]1		31[illegible]-17[illegible]7-[illegible]5

City of Myrtle Creek

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: John Kerr			
Advance Deposit			191,365.00
Partial transfer of the advance deposit for construction of the Myrtle Creek Special City Allotment project on 3rd Avenue and Division Street.			170,000.00
To be retained			21,365.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $..................

By..................

RECEIVED
COUNTY & CITY SECTION
AUG 27 1970
☑ ENGR. ☑ COOR. ☑ OC ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

RECEIVED
JUN 24 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

310-1737
7356

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 23, 1970

Mr. Gordon G. Carlson
Attorney at Law
329 S. E. Jackson Street
Roseburg, Oregon 97470

3465

Dear Mr. Carlson:

This will acknowledge your June 16 letter expressing concern for the possible effect of depositing waste excavation material from the Myrtle Creek (3rd Avenue and Division Street) project in a waste area near the property of your client, Mr. Wayne Young.

Your letter is being referred to our Roseburg Division which is in charge of the field engineering on this contract and a copy is also being sent to the City of Myrtle Creek. We will immediately review with the City representatives the situation you describe.

The construction of this project is covered by a cooperative agreement between the City and the State. We believe under the terms of this agreement that responsibility for the waste areas and any related right of way matters rests with the City.

Very truly yours,

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
cc: City of Myrtle Creek
C. T. Keasey

bc: F. B. Klaboe
H. S. Cox

RECEIVED
JUN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GORDON G. CARLSON
ATTORNEY AT LAW
329 S. E. JACKSON STREET
ROSEBURG, OREGON 97470
Phone 672-4742
P. O. Box 387

10198

June 16, 1970

REFERRED TO
admin
BY SECRETARY

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

State of Oregon
State Highway Department
Salem, Oregon 97310

Gentlemen:

I represent Mr. Wayne Young whose home is in Myrtle Creek, Oregon. In connection with the widening of Division Street in Myrtle Creek, a great deal of waste material is being dumped by the contractor on property across Myrtle Creek from Mr. Young's home. Mr. Young believes that this fill will cause the creek to flood his property. Mr. Young understands that the State of Oregon is responsible for this work.

I am writing this letter so that you will be on notice that Mr. Young intends to hold the State of Oregon liable in the event the creek does flood and cause damage to his property.

Very truly yours,

Gordon G. Carlson
GORDON G. CARLSON

GGC:cc
Certified Mail
Return Receipt Requested

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
JUN 22 1970
CONSTRUCTION
DIVISION

Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUN 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1970
FOR FILING

310-1737
7356

June 11, 1970

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7356 for grading and paving on 3rd Avenue and Division Street in the City of Myrtle Creek in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosure

cc: Fidelity & Deposit Co. of Md., Portland and Baltimore
F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
A. W. Bates

RECEIVED
JUN 30 1970
FOR FILING

310-1727
7356

May 20, 1970

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on May 1, 1970, accepted your proposal for grading and paving on 3rd Avenue and Division Street in the city of Myrtle Creek in Douglas County for the sum of $188,433 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Myrtle Creek is received and the sum of $197,730 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7356.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 2, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
C. T. Keasey
A. W. Bates

bc: L. H. Young
F. D. Morgan
V. E. Skoog,
Attention John Herr

NOTED
H. S. COX

May 20, 1970

Mr. Frank P. Danner
City Recorder
City Hall
Myrtle Creek, Oregon 97457

Dear Mr. Danner:

This is to acknowledge receipt of the Douglas County Check #6536 in the amount of $166,365 and the City of Myrtle Creek Check #7464 for $25,000 as payment on the Special City Allotment project on Third and Division Streets.

This project is now clear for award of contract.

Your cooperation in this matter is appreciated, and if there are any questions, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:mm

cc: Douglas County Board of Commissioners

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
P B Amosmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

May 6, 1970

Mr. Frank Danner
City Recorder
City Hall
Myrtle Creek, Oregon 97457

Dear Mr. Danner:

On April 24, 1970, the State Highway Commission opened bids on the 1969 Special City Allotment project on Third Avenue and Division Street in Myrtle Creek. After the bid opening the contractor, Roseburg Paving Company, asked to substitute asphalt paving in lieu of cement treated base. This substitution was acceptable and the anticipated cost based on the above alternate design is as follows:

Contractor's bid	$182,874.70
Anticipated additional items	
Flagging and asphalt tack	1,200.00
TOTAL	$184,074.70
13½% engineering and contingencies	24,850.08
TOTAL	$208,924.78
Estimated portion of preliminary engineering charged to project	7,440.00
TOTAL ANTICIPATED COST	$216,364.78

As a contract cannot be awarded until the City has deposited its estimated share of cost, please forward to this office at your earliest convenience, a check or warrant in the amount of $191,365 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg
By: Oscar H. Norberg
Field Engineer

OHN:ljt

Copy sent to Geo. Grubb

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED ✓

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 6, 1970

Mr. George Grubb
Douglas County Engineer
Courthouse
Roseburg, Oregon 97470

Dear Mr. Grubb:

This letter is to confirm the substitution of certain items and the prices as bid or agreed to by your negotiation with Mr. John Loosley, President of Roseburg Paving Company.

Reference is made to the bid of the contractor opened April 23, 1970 on the Myrtle Creek (Third Avenue and Division Street), Special City Allotment project. On behalf of Douglas County, the City of Myrtle Creek, the State Highway Division, and the Roseburg Paving Company, their authorized representatives have hereinafter signed to indicate their acceptance of the substitution of certain items and the unit prices thereof as follows:

Items 1 and 2 are the same as original bid.
Item 3, General Excavation 9422 CY at $1.60=$15,075.20.
Items 4,5,6,7, and 8 are the same as original bid.
Items 9,10, and 11 are deleted.
Item 12 is changed to 11,251 tons at $6.50=$73,131.50.
Item 13 is increased to 723 tons at $35.00=$25,305.00.
Items 14 to 27 inclusive remain the same as original bid.

The total amount of the contractor's bid prices based on the above is $182,874.70.

We, the undersigned, are in accord with the above substitutions and are in agreement with the unit prices stated. It is understood that these will be incorporated in the contract.

You are requested to obtain the signatures required from the County, City and Contractor, after which please return four copies to Mr. H. S. Cox, County and City Engineer, who will return a copy to each agency after the Assistant State Highway Engineer has signed thereon.

F B Klaboe
Assistant State Highway Engineer

Date May 15, 1970

DOUGLAS COUNTY BOARD OF COMMISSIONERS

By L Stanford Buell
Mr. Stanford Buell, Chairman

By Ray E Doerner
Mr. Ray E. Doerner, Commissioner

By Al Flegel
Mr. Al Flegel, Commissioner

By George E Grubb
Mr. George Grubb, Engineer

ROSEBURG PAVING COMPANY

John Loosley
Mr. John Loosley, President

CITY OF MYRTLE CREEK

By Jasper N. Miller
Mr. Jasper Miller, Mayor

By Frank P. Danner
Mr. Frank P. Danner, Recorder

OHN:ljt

Mr. Frank Danner
City Recorder
City Hall
Myrtle Creek, Oregon 97457

May 6, 1970

Dear Mr. Danner:

On April 24, 1970, the State Highway Commission opened bids on the 1969 Special City Allotment project on Third Avenue and Division street in Myrtle Creek. After the bid opening the Contractor, Roseburg Paving Co, asked to substitute asphalt paving items in lieu of cement treated base. This substitution was acceptable and the anticipated cost based on the above alternate design is as follows:

Contractor's bid	$\$182,874^{\underline{70}}$
Anticipated additional items	
Flagging and asphalt tack	$1,200^{\underline{00}}$
Total	184,074.70
13½% engineering and contingencies	$24,850^{\underline{08}}$
Total	$208,924^{\underline{78}}$
Estimated portion of preliminary engineering charged to project	$7,440^{\underline{00}}$
TOTAL ANTICIPATED COST	$216,364^{\underline{78}}$

As a Contract cannot be awarded until the City has deposited its estimated share of Cost, please forward to this office at your earliest Convenience, a check or warrant in the amount of $\$191,365$ made payable to the Oregon State Highway Commission.

v. t. y.
H. S. Cox
County and City Engineer

By

Oscar H. Norberg
Field Engineer

191365
25000
216365

Gen'l Exc $\frac{11}{11.5}$ × 9850 = 9422 CY @ 1^{60} = 15,075.20

AC Mixture $\frac{11}{3.5}$ × 3580 = 11,251 Tons @ 6^{50} = $73,131.50

Asph. Cement $\frac{11}{3.5}$ × 230 = 723 Tons @ $35^{00} = 25,305^{00}

$113,511.70 additional items

deduction items

15,[illegible]

47,[illegible]^{00}

15,300^{00}

1,920^{00}

30,430^{00}

8,050^{00}

119,070^{00}

113,511^{70}

5,558.30 × 1.135 = 6308.67 Saved

PROJECT # 7 Myrtle Creek (3rd Ave. and Division St.)
Myrtle Creek 183,433 00

OWNER: Oregon State Highway Commission
Douglas County

DATE: April 23, 1970 **PAGE:** 1 of 2

1. Roseburg Paving Inc.
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11.
12.
13.
14.

Revised Amts

	QUANTITY	DESCRIPTION		Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
		L.S. Clearing & Grubbing		1	3500		3500 00
		L.S. Removal of Structures & Obstructions		2	4000		4000 00
9423	9,850	C.Y. General Excavation		3	15,760.00 1 60		15,075 20
	300	C.Y. Trench Excavation		4	1500 00 5 00		1500 00
		L.S. Finishing Roadbed & Slopes		5	3500		3500 00
	60	M.G. Watering		6	180 00 3 00		180 00
(	18,400	S.Y. Lime Treated Subgrade		7	8,280 00 .45		8280 00
	200	Tons Lime for Treated Subgrade		8	8000 00 40 00		8000 00
	8,280	Tons Cement Treated Base Mixture		9	47,610 00 5 75		—
	450	Tons Portland Cement in CTB Mixture		10	15,300 00 34 00		—
	16	Tons Asphalt in Seal		11	1920 00 120 00		—
11,251	3,580	Tons Class "B" Asphalt Concrete Mixture	$6 50	12	[illegible] — 3 50		73,131 50
723	230	Tons Asphalt Cement in Mixture		13	8050 00 35 00		25,305 00
	1,640	L.F. 8" Sewer Pipe		14	6,970 00 4 25		6970 00
	14	L.F. 10" Sewer Pipe		15	[illegible] 4 50		63 00
	660	L.F. 12" Sewer Pipe		16	4,290 00 6.50		4,290 00
	3	Only Concrete Manholes		17	975 00 3 25		[illegible]
	30	Only Concrete Inlets, Type GB-1		18	4,[illegible] 150		[illegible]
	1	Only Concrete Inlets, Type G-2MA		19	200 00 200		200 00

® SAFECO Insurance Company of America, registered trademark

PROJECT # 7 Myrtle Creek (3rd Ave. and
Division St.)
Myrtle Creek

OWNER: Oregon State Highway Commission
Douglas County

DATE: April 23, 1970 PAGE: 2 of 2

1.
2.
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QUANTITY	DESCRIPTION	Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
22	L.F. 4" Drain Pipe	20	55 2^{50}		55^{00}
530	L.F. 6" Drain Pipe	21	1325^{00} 2^{50}		1325^{00}
70	C.Y. Special Filter Material in Drains	22	350^{00} 5^{00}		350^{00}
1,290	S.Y. Concrete Walks	23	$5,805^{00}$ 4^{50}		$5,805^{00}$
500	S.Y. Concrete Driveways	24	2750^{00} 5^{50}		2750^{00}
200	C.Y. Concrete Curbs	25	$11,000^{00}$ 55^{00}		$11,000^{00}$
20	Only Extra for Asphalt Approaches	26	1000^{00} 50		1000^{00}
14	Only Adjusting Manholes	27	1120^{00} 80		1120^{00}
			188,433		$182,874^{20}$
	Flagging 1000				1000^{00}
	Asphalt Tack 200				200^{00}
	1200				$184,074^{20}$
	E & C 13½ %				24,850.08
					208,924.78
	Prelim. Engrng. 183,924.79 x 8450^{00} = 7438^{87}				7440^{00}
	208,924.78				216,364.78
					25,000
				191,365	^{00} [illegible]

S-403 R9 9/69 PRINTED IN U.S.A.

® SAFECO Insurance Company of America, registered trademark owner.

Yates
835-233

R.E. Williams

Back of walk & New R/w line 26' Lt.

R. & E. Johnson Land occupied by Bldg in Johnsons name...

Westway: Sta 30+27 to Sta 31+65
5' Easement for slope & walk.

2-36' Driveways & Type "C" curb past Serv. Sta.
The driveways depressed Curbs only

Don Martin 1-863-3211

①

Comps for Cost
Comparison

Myrtle Creek
3rd & Division Street

18000 yd² C.T.B. 8" Thick $64,830

$\frac{64830}{18000}$ = $3.6017 per yd² as bid.

P.M.B.B. has Same Value

8" × 18,000 yd² × .06019 = 8667.36 Tons

8667.36 × .95 = 8234 Tons A.G. Mix @ 8^{50} = 69,989
8667.36 × .05 = 433.4 Tons Asphalt @ 35^{00} = 15,169
18000 SqYd $85,158 only 8" thick
@ price bid.

Now 18000 yd² 11" deep would be $\frac{11}{8}$ × 8667.36 = 11918 Tons in Job

2.7" thick A.C. 18,400 S.Y. × .06019 = 2990 Tons

2990 Tons @ + 8667 tons = 11,657 Tons

Excavation $\frac{2.7''}{36''}$ × 18,400 = 1380 C.Y. @ 1^{60} = $2208

ZTB + Lime + CTB + Cement + Asphalt seal = $81,111

$$\begin{array}{r} \$81,111 \\ -2208 \\ \hline \end{array}$$

$78,902 left for cost of PMBB

$\frac{\$78,902}{11,657}$ = $6.77 per ton to equal Cost as bid

In the above comps. the 3½" A.C. Part was not Considered.

(More)

Myrtle Creek ②
3rd Division – SCA project

$\$78,902 + \$30,430 + \$8050 = \$117,382^{\underline{00}}$

$11,657 + 3580 + 230 = 15,467$ Tons

$\frac{\$117,382^{\underline{00}}}{15,467} = \$7^{\underline{59}}$ per ton Considering all AC. involved.
Ave. of Both PMBB & AC Pvt.

The above comps. based on:
CTB & LTB – eliminated, – 2.7" more excavation, and

using 11" Plant Mix Bituminous Base and 3½" A.C.

If the P.M.B.B. went for $\$6^{\underline{77}}$ per ton to keep down to bid cost and the saving to the job was on the A.C. paving produced locally, the comps could be something like this:

3580 Tons $\overset{AC}{}$ @ $8^{\underline{50}}$ plus 230 Tons asphalt @ $35^{\underline{00}}$ = $\$38,480^{\underline{00}}$

$\overset{3810}{(3580 + 230)} \times \$7^{\underline{76}} = \$29,565$ or a difference of $\$8,915$

Say the haul dist. is 20 miles for $\$2^{\underline{00}}$ haul cost per ton

$8^{\underline{50}}$ cost of A.C. mixture + $1^{\underline{75}}$ cost of oil

$\frac{\overset{mix}{8^{\underline{50}}} + \overset{asph}{1^{\underline{75}}}}{1.05} = \$9^{\underline{76}}$ per ton less $2^{\underline{00}}$ ($7^{\underline{76}}$ ±)

18000 yd² × .0[illegible] × 13.5" = 14,600 × $7^{\underline{76}}$ = $\$113,200$ straight A.C.

SCA 1969

NOTED
H. S. COX

Mr. George Grubb
Douglas County Engineer
Courthouse
Roseburg, Oregon 97470

May 1, 1970

Dear George,

After you phoned yesterday, your request was considered to substitute Plant Mix Bituminous Base for Lime Treated Subgrade and Cement Treated Base on the Third Avenue and Division Street project in Myrtle Creek.

Inasmuch as Douglas County is furnishing most of the money for the project the Highway Division would not object if you could reduce the cost by using a bituminous mix in lieu of the lime and cement treated items. You mentioned coordinating this job with your Riddle project and thereby reducing costs because the bituminous items would be large enough to move a plant in and still save money.

This letter gives you authority to negotiate with the Contractor for an agreement that will save costs of construction of the Myrtle Creek job as long as the project is equal to or better than that shown on the plans. The attached print of the Approved Base Design will be the criteria for this, and the work must be in accord with the State specifications.

The written document or price agreement should state the substitution items and prices along with a statement that the State will be held clear and free of any liability that may result from said change of plans.

Herewith are prints of the Contractor's unit bid prices and some computations to compare costs. We have not tried to fully analyze the comparative costs because we do not have all factors involved in the two jobs.

Since there are two jobs and possibly other work in the subject area we think a full analysis should be made.

We are in accord with your efforts in this matter and if we can be of help please let us know.

Very truly yours,

NOTED
HAROLD
REYNOLDSON

H. S. Cox
County and City Engineer

OHN:ljt
Attachments
cc: D. J. Barbee
G. L. Decker
C. T. Keesey

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Noted
Oscar H. Norberg

bc: L. H. Young
C. T. Keasey

NOTED
H. S. COX

April 24, 1970

Mr. Frank Danner
City Recorder
City Hall
Myrtle Creek, Oregon 97457

Dear Mr. Danner:

On April 24, 1970, the State Highway Commission opened bids on the 1969 Special City Allotment project on Third Avenue and Division Street in Myrtle Creek. The apparent low bid was submitted by Roseburg Paving, Inc., of Roseburg.

The anticipated cost based on this bid is as follows:

Contractor's bid	$188,433.00
Anticipated additional items	
Flagging & asphalt tack	1,200.00
Total----------------------	$189,633.00
13½% engineering & contingencies	25,600.45
Total----------------------	$215,233.45
Estimated portion of preliminary engineering charged to project	7,500.00
TOTAL ANTICIPATED COST--	$222,733.45

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward to this office at your earliest convenience, a check or warrant in the amount of $197,730 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:mm

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED ✓
DON HARWELL

NOTED
H. S. COX

March 23, 1970

Mr. Frank Danner
City Recorder
City Hall
Myrtle Creek, Oregon 97457

Dear Mr. Danner:

The final estimate, prior to opening bids, for the 1969 Special City Allotment project on Third Avenue and Division Street is now available. It is presently estimated that this project will cost $197,000 ~~$190,400~~. Please keep this estimate confidential.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg
Oscar H. Norberg
Field Engineer

OHN:mm

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Myrtle Cr. (3rd Ave. & Division St.)
Douglas County

NOTED
H. S. COX

3/19/70 CRL

Clearing and Grubbing	All Specified		5000-
Removal of Structures and Obstructions.	All Specified		1000-
General Excavation	9850 cu.yd	2.00	19,700-
Trench Excavation	300 cu.yd	3.50	1050-
Finishing Roadbed and Slopes	All Specified		800.00
Watering	60 M.Gal	5.00	300-
Lime Treated Subgrade	18400 sq.yd	.40	7360-
Lime for Treated Subgrade	200 Ton	33.00	6600
Cement Treated Base Mixture	8280 Ton	3.25	26910-
Portland Cement in CTB Mixture	450 Ton	33.00	14850-
Asphalt in Seal	16 Ton	100.00	1600-
Class "B" Asphalt Concrete Mixture	3580 Ton	9.00	32220-
Asphalt Cement in Mixture.	230 Ton	35.00	8050-
8-inch Sewer Pipe	1640 lin.ft	3.00	4920-
10-inch " "	14 lin.ft	4.00	56-
12-inch " "	~~800~~ 700 lin.ft	5.00	3500 ~~4000~~-
17 Concrete Manholes.	3 only	400-	1200-
Concrete Inlets, Type GB-1	30 only	175-	5250-
Concrete Inlets, Type G-2MA.	1 only	250-	250-
4-inch Drain Pipe	22 lin.ft	2.00	44-
6-inch Drain Pipe	530 lin.ft	2.50	1325-
Special Filter Material in Drains	70 cu.yd.	10.00	700-
Concrete Walks	1290 sq.yd	6.00	7740-
Concrete Driveways	500 sq.yd	6.50	3250-
Concrete Curbs	200 cu.yd	50.00	10,000-
Extra for Asphalt Approaches	20 only	50-	1000-
27 Adjusting Manholes	14 only	100-	1400-
		165,875	~~166,575~~-
	Anticipated		1200
			~~167775~~
Flagging 1000	E & Cont 13½		22649.63
Tack Coat - 2 Tons Asphalt 200		189,630.13	~~190 424.63~~
		7370	P.E. 7375.37
		197,000	197,800.00

P.E. 8,201.88 Posted
~~1~~ 298.12
8,500 t

164,630 / 189,630 × 8500 = 7380

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

RECEIVED
MAR 20 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

3-19-70

Attention: County and City Division

SUBJECT: Right of Way
1969 S.C.A. Project
Third Avenue and Division Street
City of Myrtle Creek

Gentlemen:

We hereby certify that to the best of our knowledge and belief all rights-of-way or rights-of-entry for the above referred to project have been secured.

Dated at Myrtle Creek, Oregon this 19th day of March, 1970.

MYRTLE CREEK CITY COUNCIL

Jasper Miller By Jasper M. Miller
Mayor

Frank P. Danner By Frank P. Danner
Recorder

"ok" for Apr. 23 letting

RECEIVED
MAR 20 1970
ENGINEER
COUNTY & CITY DIVISION

D.J. Barbee for Info.
R.D. Asburry " "
E.F. Seling " "
O.C. Turner " "

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Aussenmeier

NOTED
DON HARWELL

NOTED
H. S. COX

Mr. Frank Danner
City Recorder
City Hall
Myrtle Creek, Oregon 97457

February 9, 1970

Dear Mr. Danner:

Herewith we are sending you option forms in triplicate covering the right-of-way and slope easements to be acquired in connection with the SCA project on Third Avenue and Division Street.

These options are revisions of the former options which were sent you and they reflect the changes of right-of-way asked for by the City.

When you have secured the right-of-way and easements, please execute the two enclosed right-of-way clearance certificates and forward one copy to this office. After the deeds and permanent easements have been recorded with Douglas County, we would appreciate receiving copies of such records so we can complete our survey maps and fulfill the requirements of ORS 209.250.

We are also sending herewith three prints of each of the ownership sketch maps.

Very truly yours,

H. S. Cox
County and City Engineer

BY: Oscar H. Norberg
Oscar H. Norberg
Field Engineer

OHN:ljt
Enclosures

3/13/70 Don Martin phoned that they would get the R/W Certificates in before Mar. 19th deadline for Apr.

NOTED
P. B. Aronsmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARW

sca 69

City of Myrtle Creek
Myrtle Creek, Oregon 97457

NOTED
H. S. COX

RECEIVED
JAN 26 1970
ENGINEER
COUNTY & CITY DIVISION

22 January 1970

Oscar H. Norberg, Engineer
County & City Division
Oregon State Highway Department
Salem, Oregon 97310

DIVISION STREET PROJECT

Dear Mr. Norberg:

Pursuant to your letter of January 9th and our telephone conversation this morning, please be advised that the City Council has approved the changes in right-of-way as outlined in the said letter.

We had delayed this answer until the Council's regular monthly meeting, and until our city engineer could check the changes in the field.

Thank you for your attention to this matter.

Very truly yours,

Frank P. Danner
Frank P. Danner, City Recorder

FPD/DRM

cc: Don Martin, City Engineer

Copy to F. Terpin 1/26/70

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

sca-69

NOTED
H. S. COX

January 9, 1970

Mr. Frank P. Danner
City Recorder
City Hall
Myrtle Creek, Oregon 97457

Dear Mr. Danner:

This is in regard to the right-of-way revisions on the Third Avenue-Division Street Section in Myrtle Creek requested by the City.

The Design Section has considered your request and proposes the following changes for the properties involved:

For the R. B. Johnson property, the description is the same as for the original except the taking will omit the strip occupied by the building. See attached print. 3/13/70 Martin wanted to change desc. to allow over room for 10' expansion. I told him "ok" if they change paper work and didn't effect cost.

On the R. E. Williams property, the width of taking was reduced to 26' left instead of 30' left, also the slope easement is only for 1' width. See attached prints of right-of-way and cross sections.

For the J. and A. Westweng property, the curb to control drainage and traffic can be built on the existing right-of-way, so only a 5' slope and walk easement will be required between stations 30+27 and 31+65 and a 10' slope easement between stations 33+30 and 33+60.
See attached print.

If the above proposed changes in right-of-way are satisfactory to the City, please let us know and the Right-of-Way Section will rewrite the descriptions.

Very truly yours,

Oscar H. Nosberg

Oscar H. Nosberg
Field Engineer
County and City Division

[redacted]

cc: A. W. Bates

NOTED
P. B. Arensmeier

Xerox print to F. Turpin - 1/26/70

NOTED
DON HARWELL

City of Myrtle Creek
Myrtle Creek, Oregon 97457

December 22, 1969

H.S. Cox
City County Engineer
State Highway Dept.
Salem, Oregon

Oscar

Dear Mr. Cox,

The City of Myrtle Creek requests a change in the right-of-way to be purchased from Robert B. and Bonnie B. Johnson. (File No. 43481C-11 Division St. project).

We would like the description changed so as to leave the land occupied by the building in the Johnsons' name.

Yours Truly,
Frank P. Danner
Frank P. Danner
City Recorder

FPD/lp

RECEIVED
DEC 23 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

City of Myrtle Creek
Myrtle Creek, Oregon 97457

December 22, 1969

H.S. Cox
City County Engineer
State Highway Dept.
Salem, Oregon

Occar

Dear Mr. Cox,

The City of Myrtle Creek requests a waiver for purchase of right-of-way from John O. and Ardyth Westwang. They are owners of a service station at the east end of the Division Street project.

The purchase of right-of-way in this case would mean that the gasoline pumps would have to be moved.

Present city property will permit the extension of the curb and any sidewalk constructed would be on the Westwang property with an easement from them.

Yours Truly,
Frank P. Danner
Frank P. Danner
City Recorder

RECEIVED
DEC 23 1969
ENGINEER
COUNTY & CITY DIVISION

FPD/lp

NOTED
DON HARWELL

10-15-69

SCA 1969

NOTED
H. S. COX

MEMO TO THE FILE

Re: Third Avenue and Division Street
City of Myrtle Creek
Right-of-Way File No. 43481-B-9

The City of Myrtle Creek does not have funds available to purchase the right-of-way on the north side of Division Street between N.W. Nichols Avenue and Orchard Drive. The City asks the State to change the plans to fit the existing right-of-way. This can be done without changing the pavement grade or the curb alignment from that shown on the plans.

Originally the City asked for a four-foot utility ~~street~~ strip between the new concrete walk and curb, but with the limited right-of-way at the above location, the City wants to keep the existing concrete walk and adapt the new curb to the old walk. From the plotted cross-sections it appears that the old walk grade is the same as the new one would have been at station 9 + 13 but the old walk is about 0.4 foot above the elevation the new walk would have been at station 10 + 00. This does not seem to objectionable, under the circumstances.

Mr. Alfred Bates, who located this project, said that old walk can be adapted to the new work.

It is proposed that the plan revision be made, in this instance, in accord with the City's wishes and as directed by the engineer. Mr. Bates can advise us further about the details.

If the Staff Engineer is in accord with the above plan revision we will advise the City accordingly.

Attached are Xerox copies of cross-sections, typical sections, right-of-way ownership, and City letter, for this property.

Oscar H. Norberg

Oscar H. Norberg
Field Engineer
County and City Department

OHN:ljt
Attachments

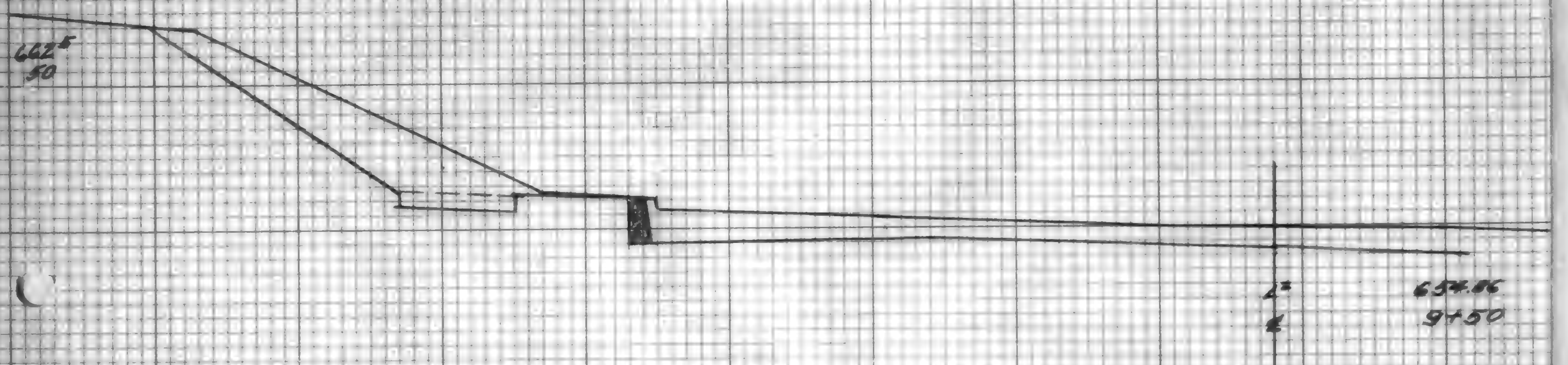
cc: F. B. Klaboe
A. W. Bates

12/15/69

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL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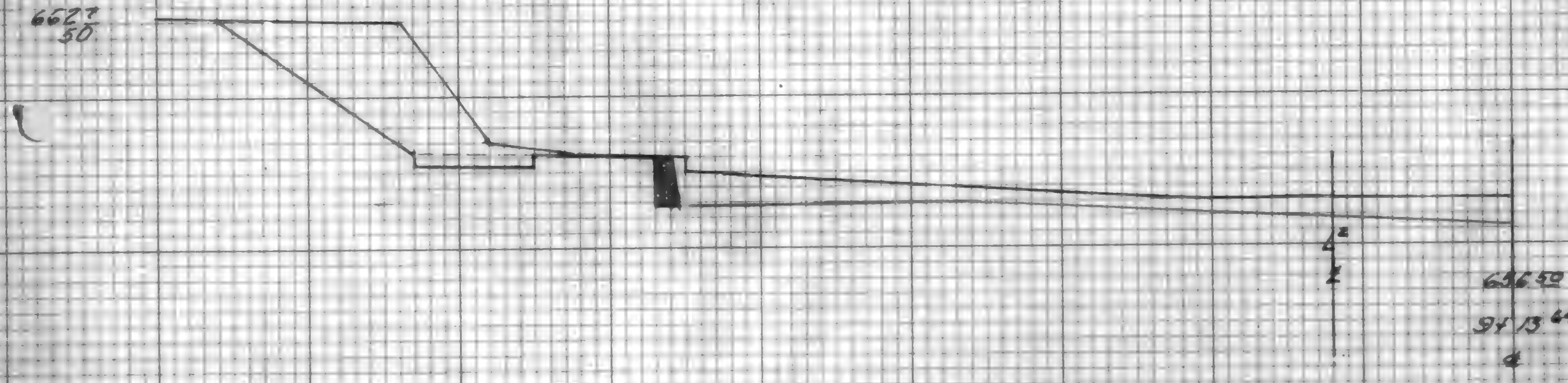
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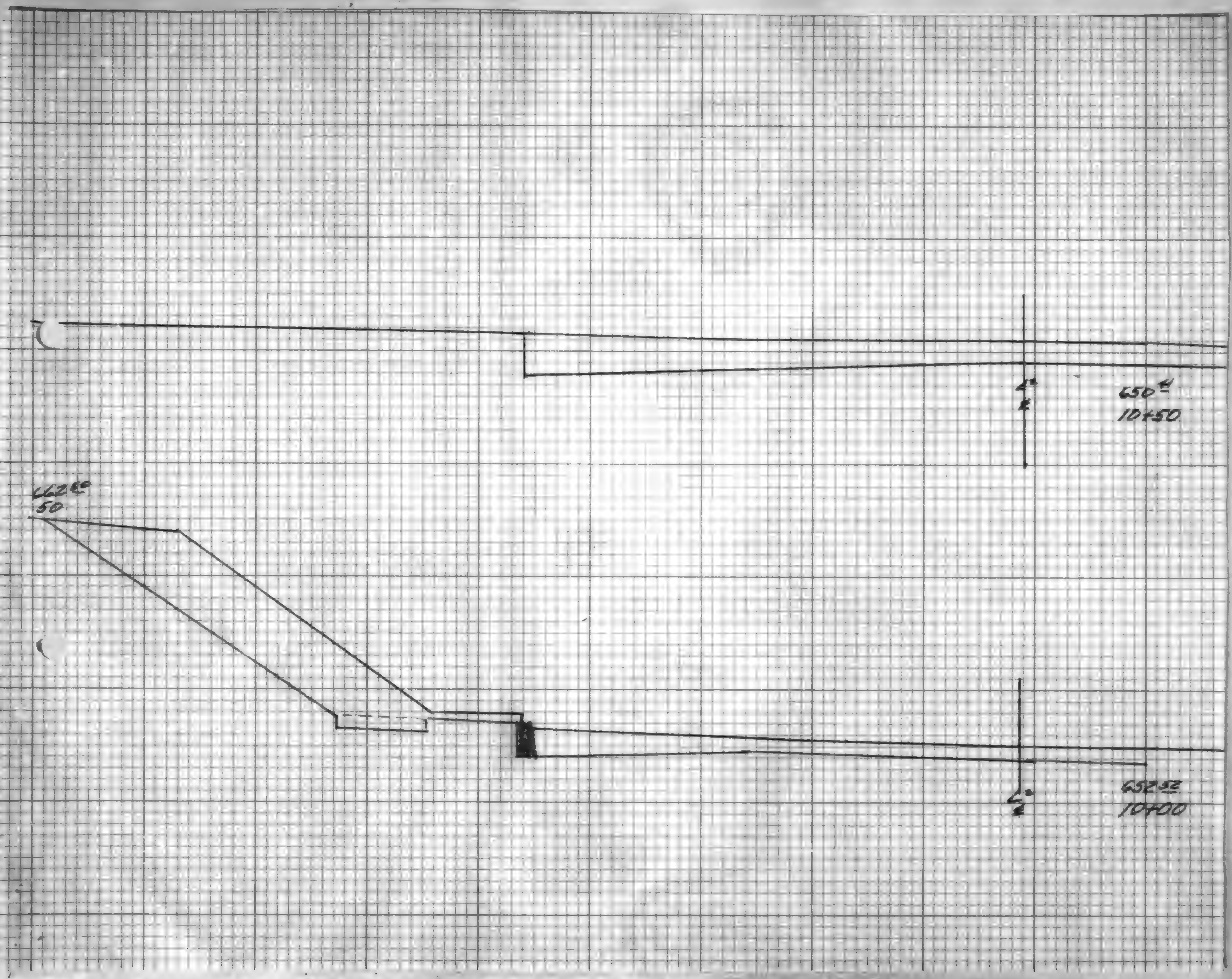
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pca - 69

City of Myrtle Creek
Myrtle Creek, Oregon 97457

NOTED
H. S. COX

December 11, 1969

H.S. Cox
County-City Engineer
State Highway Dept.
Salem, Oregon

Dear Mr. Cox,

The City of Myrtle Creek would like your approval of a change in plans for the 3rd Ave. and Division Street project. We would like to eliminate the purchase of right of way on the north side between N.W. Nichols Ave. and Orchard Drive.

The present right of way is wide enough to construct the curb on City property, and it could be tied in with the present sidewalk. There is no significant grade change in this block, so this change should not create any construction problems.

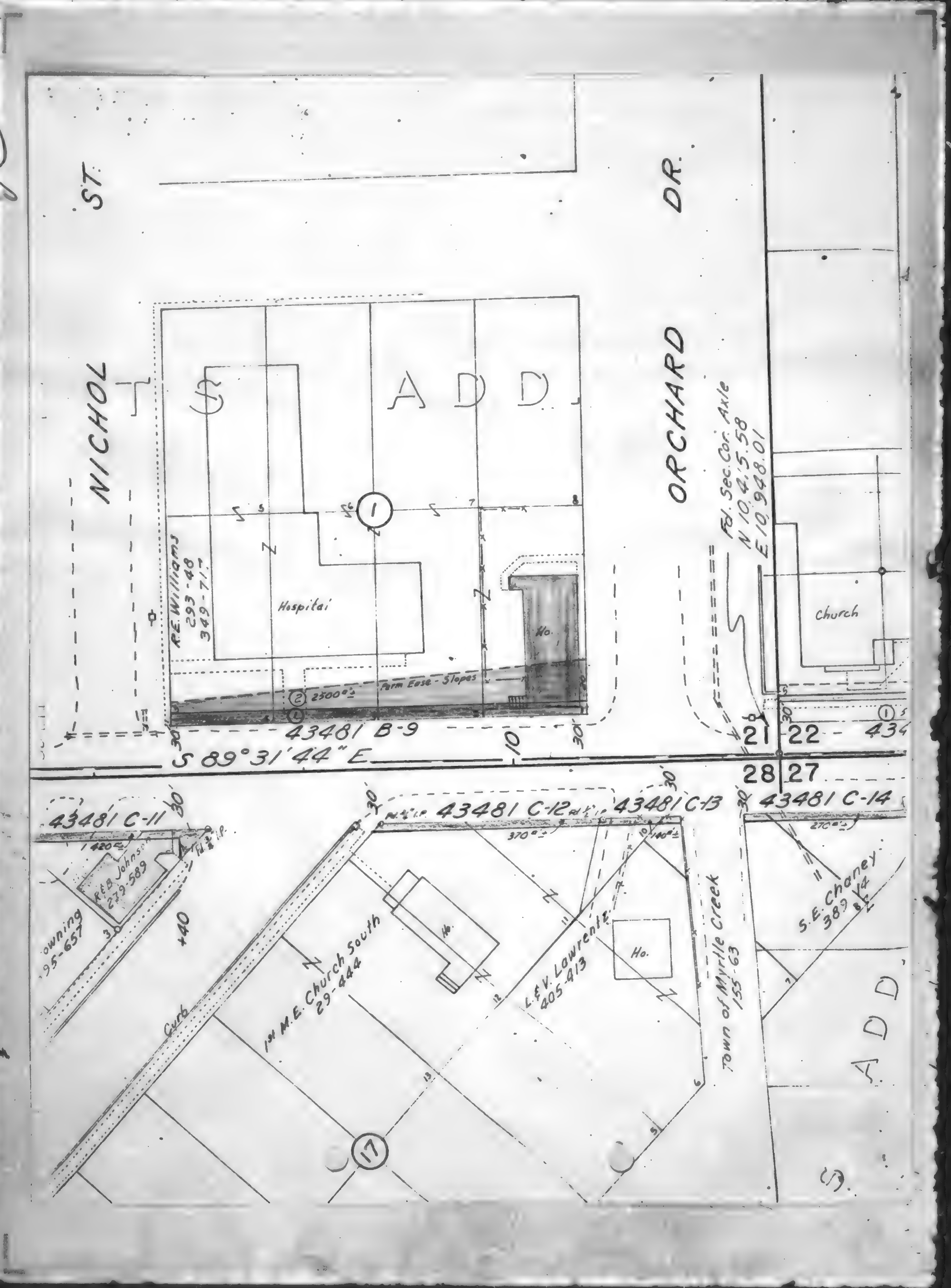
We request this change due to the fact that the property involved is quite valuable and the City does not have funds available to compensate the owner.

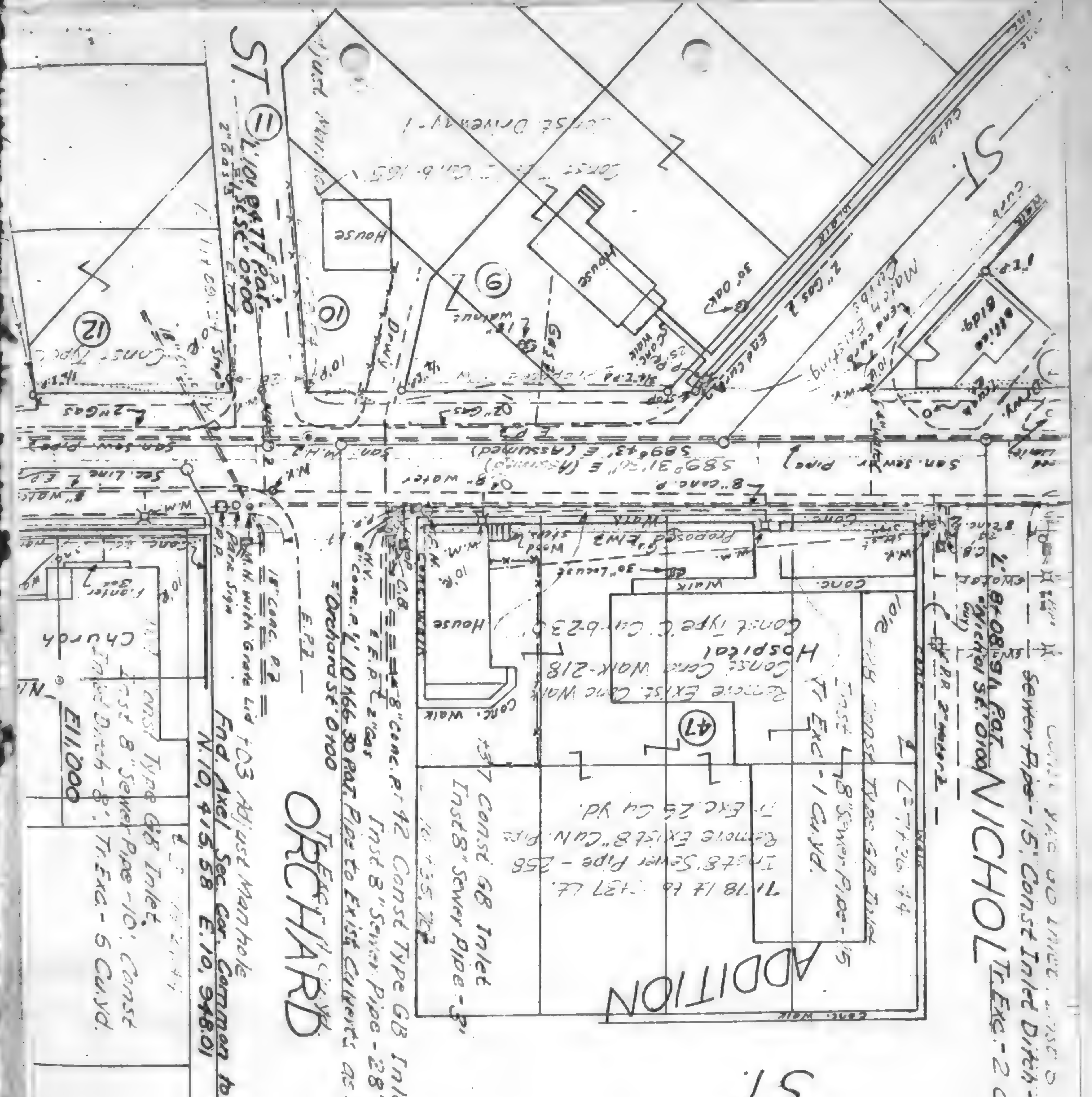
Yours Truly,
Frank P. Danner
Frank P. Danner,
City Recorder

RECEIVED
DEC 12 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL


ST.
DR.
NICHOL
ORCHARD
ADD.
Hospital
Ho.
Church
R.E. Williams
293-48
349-71
① ② 2500□±
Perm Ease - Slopes
43481 B-9
S 89°31'44" E
10
30
Fd. Sec. Cor. Axle
N 10,4,5.58
E 10,948.01
21 22
28 27
434
43481 C-11
43481 C-12
43481 C-13
43481 C-14
1420□±
370□±
140□±
270□±
R&B Johnson
279-589
owning
95-657
+40
Fd. ¾" I.P.
Fd. ½" I.P.
Curb
1st M.E. Church South
29-444
L&V. Lawrentz
405-413
Town of Myrtle Creek
155-63
S.E. Chaney
389 ¼
ADD.
17


ORCHARD ST.
NICHOL ST.
ADDITION
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⑨
⑩
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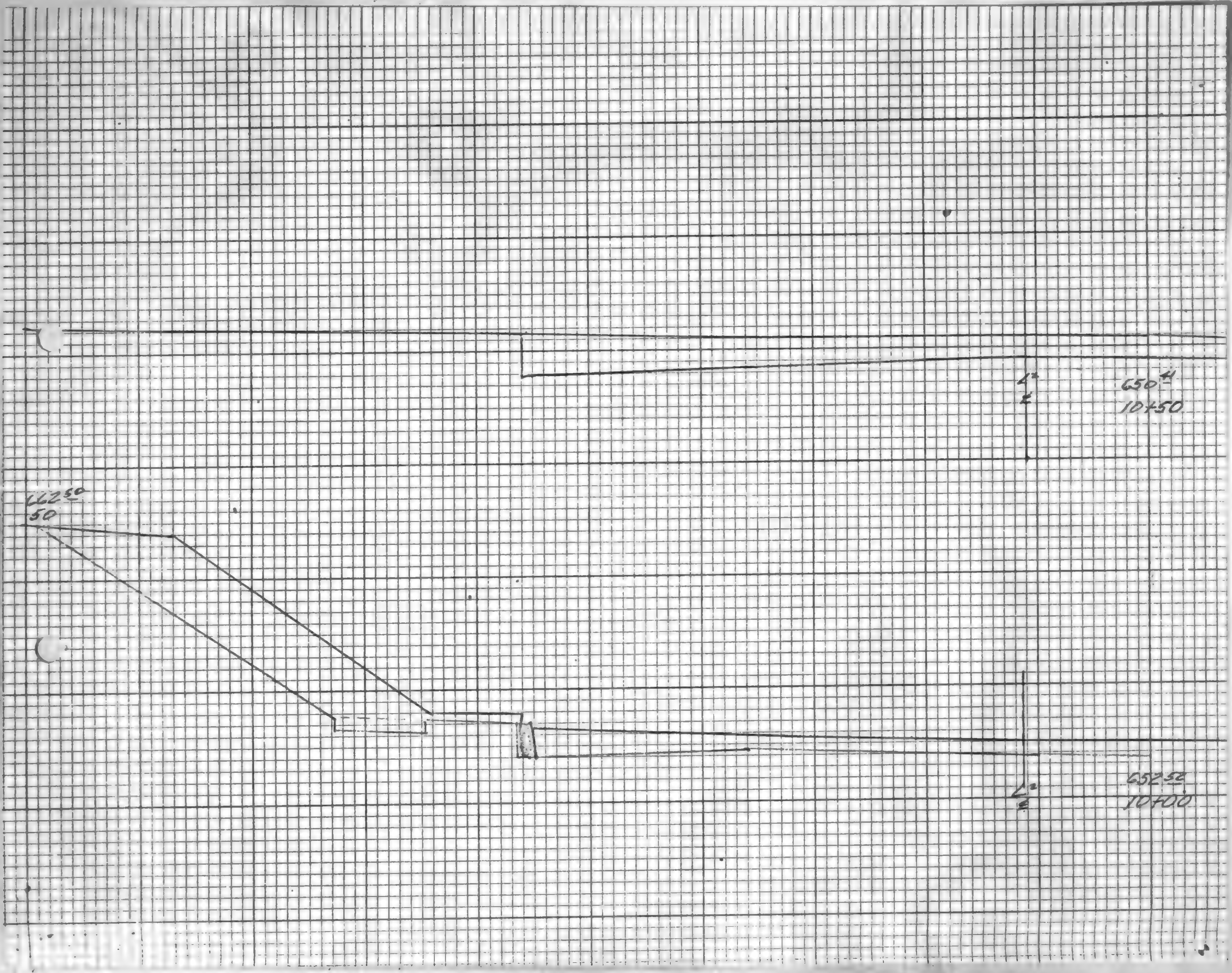
⑫
㊼
Hospital
Church
House
House
House
House
Office Bldg.
Conc. Driveway
30" Oak
18" Walnut
8" Water
San. Sewer Pipe
Sec. Line
2" Gas
S 89°31'20" E (Assumed)
S 89°43' E (Assumed)
E 11,000
Remove Exist. Conc. Walk
Const. Conc. Walk-218
Const. Type C Curb-233
Sewer Pipe-15', Const Inlet Ditch-5'
Tr. Exc.-2 Cu. Yd.
L 8+08.94 P.O.T. = Nichol St. 0+00
L 10+66.30 P.O.T. = Orchard St. 0+00
L 10+89.77 P.O.T. = ES. St. 0+00
Fnd. Axel Sec. Cor. Common to Secs. 21, 22, 27 & 28
N. 10,415.58 E. 10,948.01
Adjust Manhole
Const Type GB Inlet
Inst 8" Sewer Pipe-10', Const Inlet Ditch-8', Tr. Exc.-6 Cu. Yd.
+37 Const GB Inlet
Inst 8" Sewer Pipe-3'
Conc. P. 42 Const Type GB Inlet
Inst 8" Sewer Pipe-28', Connect 8" Conc. Pipe to Exist Culverts as Shown
7+18 Lt to 7+27 Lt.
Inst 8" Sewer Pipe-258
Remove Exist 8" Cu. N. Pipe
Tr. Exc. 25 Cu. Yd.
Inst 8" Sewer Pipe-15
Tr. Exc.-1 Cu. Yd.
Const Type GB Inlet
Proposed Ent.
Conc. Walk
Curb
E.P.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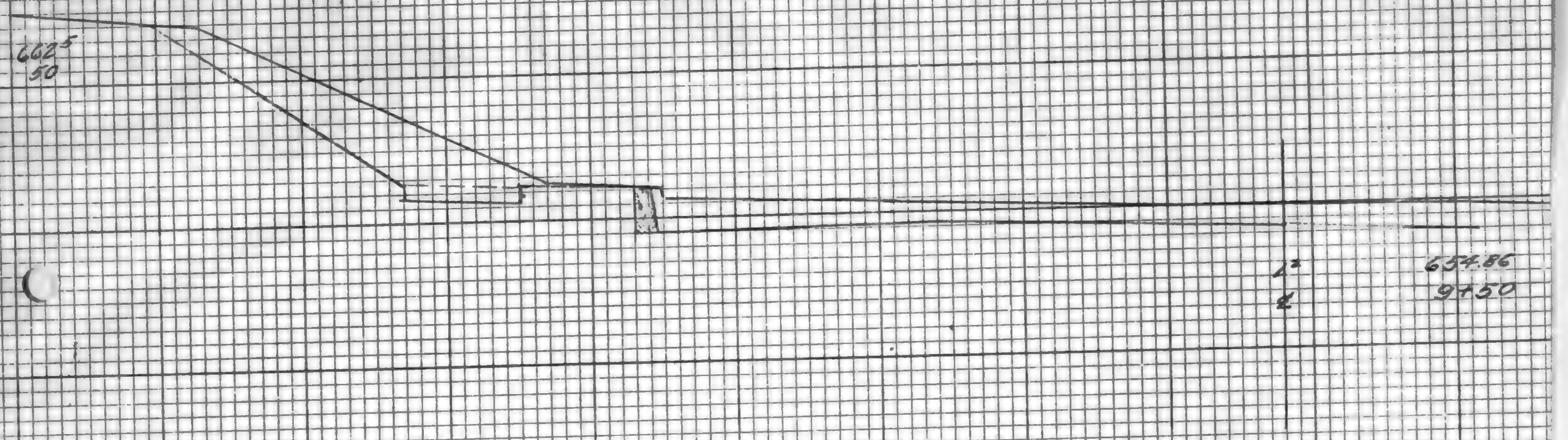
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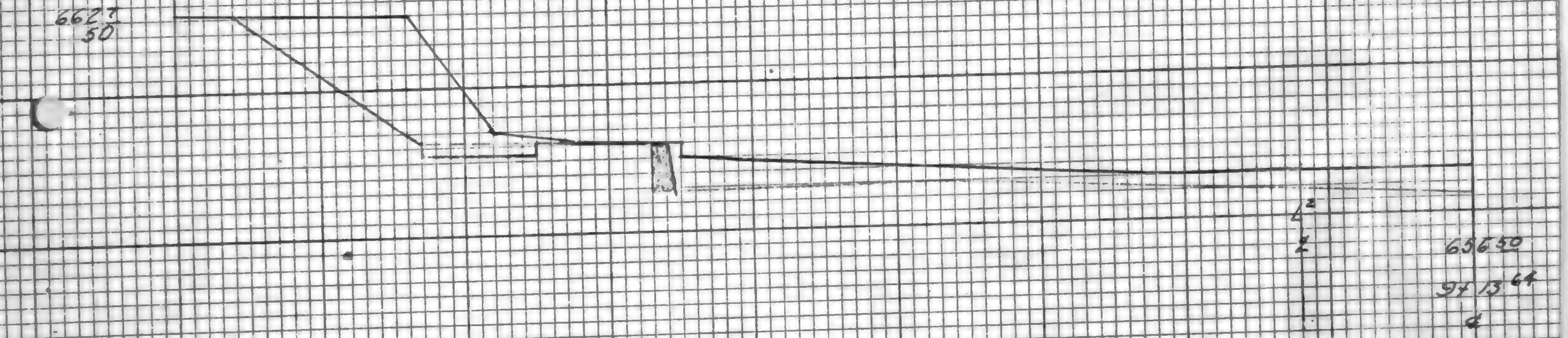
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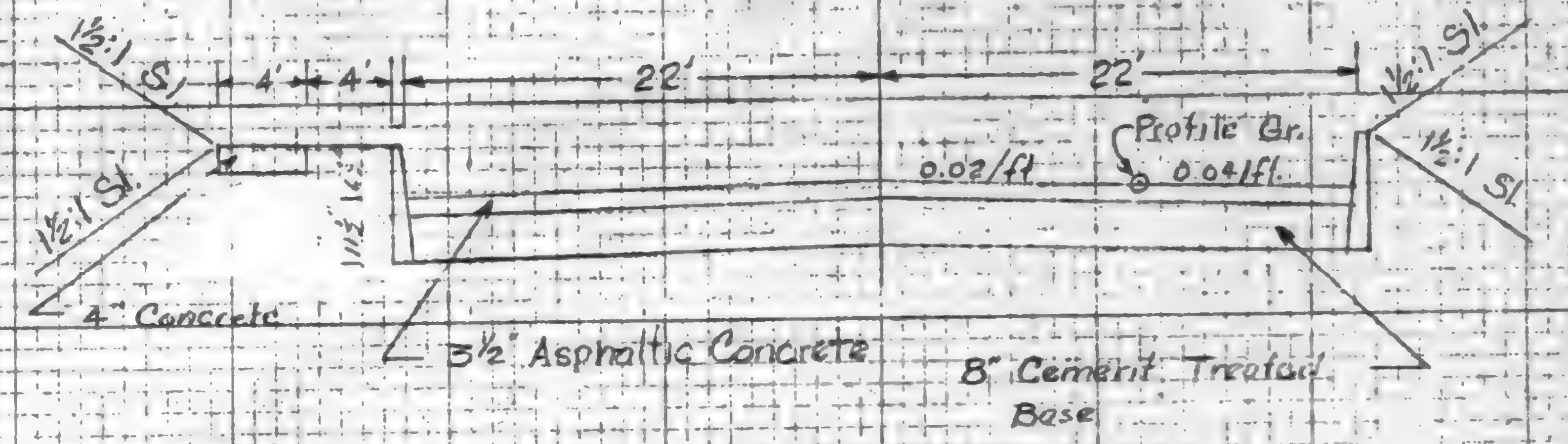
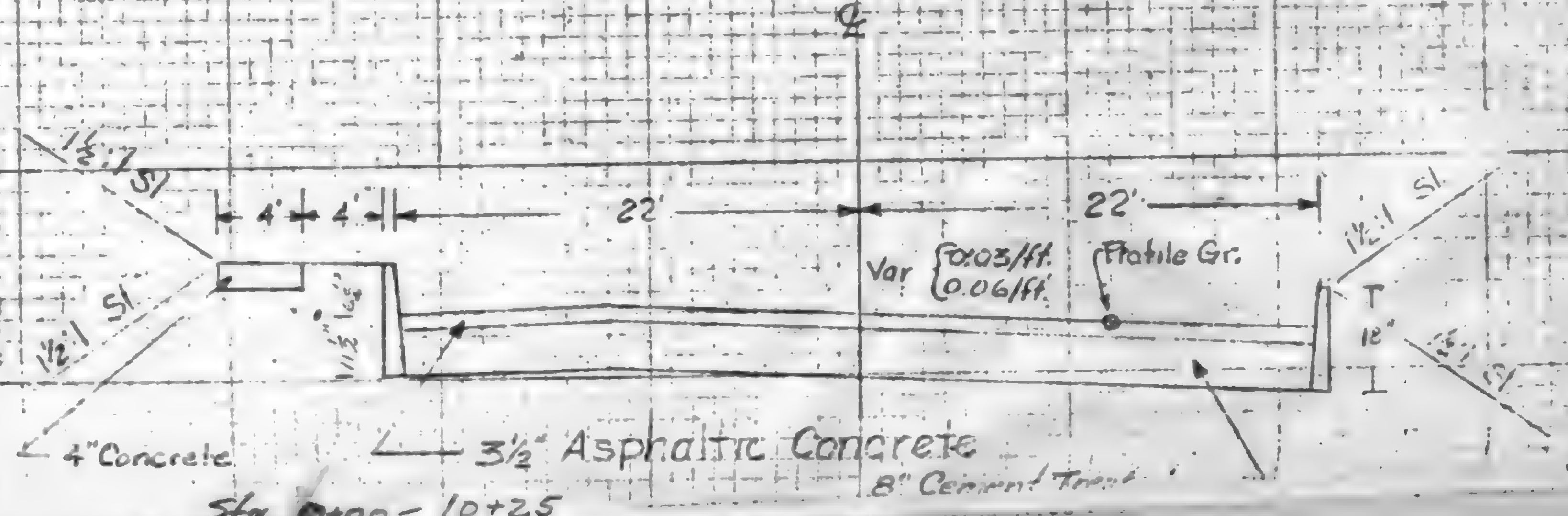


STATION
10+25 - 13+75 24+25 - 26+25
TYPICAL SECTION



Sta. 0+00 - 10+25

City of Myrtle Creek
Myrtle Creek, Oregon 97457

pca-69

NOTED
H. S. COX

December 11, 1969

H.S. Cox
County-City Engineer
State Highway Dept.
Salem, Oregon

Oscar

Dear Mr. Cox,

The City of Myrtle Creek would like to make a request regarding surplus dirt on the Division Street project. We would like to have the contract written so as to require approximately 140 cubic yards of fill to be dumped on parcel 43481G33 at the S.E. corner of Division and Spruce Ave. This location is closer than other available sites for dumping, and it will help the City in aquiring right of way.

Yours Truly,
Frank P. Danner
Frank P. Danner,
City Recorder

FPD/lp

RECEIVED
DEC 12 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

Copies to D.J. Barbee
F.E. Terpin
C.G. Swenson

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

SCA

REFERRED TO
Co. - City
BY SECRETARY

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
H. S. COX

June 13, 1969

Mr. Frank P. Danner
City Recorder
206 Pleasant Street
Myrtle Creek, Oregon 97457

Dear Mr. Danner:

This is in regard to the sidewalk on the 3rd Street-Division Street Section, City of Myrtle Creek. At the meeting of June 9th, there was a discussion about shifting the sidewalk from the north side to the south side for part of its length.

If your office can let us know the stations of the shift in time, we will relay the word to the Design Section and they may change the plans. Otherwise, the change may be made during construction and the contractor could be unhappy about the change from that shown on the plans.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg
O. H. Norberg
Field Engineer

ON:lat

cc D. J. Barbee

NOTED
P. B. [illegible]

NOTE
We would like to have the plans changed, to locate sidewalk on the South side of street rather than the North side; from Sta. 24+50 to 32+00.

Frank P. Danner.
Frank P. Danner,
City Recorder

RECEIVED
JUN 17 1969
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUN 17 1969
OREGON
STATE HIGHWAY COMMISSION

cc: Copies to Barbee (2)

Noted
Oscar H. Norberg

NOTED
CHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

May 23, 1969

Mr. Frank P. Danner
City Recorder
City Hall
Myrtle Creek, Oregon 97457

Dear Mr. Danner:

The final estimate, prior to opening bids, for the 1969 Special City Allotment project on Third Avenue and Division Street is now available. It is presently estimated that this project will cost $175,900. Please keep this estimate confidential.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar E. Norberg
Field Engineer

OEN:eb

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

4

Myrtle Creek (3rd thru Division St.
Douglas County.

5-23-69

General Excavation	All Specified		24500.00
Lime Treated Subgrade	18430 Sq. Yds.	.35	6450.50
Lime for treated subgrade	200 tons	30.00	6000.–
Cement-Treated Base - 8 inches thick 7525 Tons 376 Tons PC 13 Tons Seal	18,000 Sq. Yds.	2.00	36000 –
Asphalt in Tack Coat	2 ton	90.00	180 –
Class "B" Asphalt Concrete - 3½ inches thick 3255 Tons 179 Tons Asp.	18,000 Sq. Yds.	1.75	31500 –
8-inch Sewer Pipe	1650 lin. ft	3.00	4950 –
10 " " "	14 lin. ft	3.75	52.50
12 " " "	330 lin. ft	[illegible]	1567.50
4-inch Drain Pipe	22 lin. ft	2.65	58.30
6 " " "	530 lin. ft	[illegible]	1802. –
Concrete Manholes	1 only	400.00	400 –
Concrete Inlets, Type GB-1	30 only	130.00	3900 –
" " " G-2 MA.	1 only	200.00	200 –
Adjusting Manholes	14 only	100.00	1400 –
Concrete Curbs.	6400 lin. ft	3.00	19200 –
" Driveways	500 Sq. yd.	6.00	3000 –
" Walks	1300 Sq. yd	4.50	5850 –
R.C. Conc. Street Connections.	20 only	175.00	3500 –
			150510.80
Flagging 1000			1000
			151510.80
	13½ E & C.		20453.96
			$171,964.76
			3930
	Total		$175,894.76

Prelim. 4100.00 [illegible]

310-1412-

Authorization 5400

4600 ÷ 146,964.76 = [illegible]
171,964.

RECEIVED
MAY 23 1969
ENGINEER
COUNTY & CITY DIVISION

5-7-69

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Division

SUBJECT: Right of Way
1969 S.C.A. Project
Third Avenue and Division Street
City of Myrtle Creek

Gentlemen:

We hereby certify that to the best of our knowledge and belief all rights-of-way or rights-of-entry for the above referred to project have been secured.

Dated at Myrtle Creek, Oregon this ________ day of
________________, 19__.

MYRTLE CREEK CITY COUNCIL

By ____________________________
Mayor

By ____________________________
Recorder

NOTED
H. S. COX

May 7, 1969

Mr. Frank P. Danner
City Recorder
City Hall
Myrtle Creek, Oregon 97457

Dear Mr. Danner:

Under separate cover we are forwarding forty option forms in triplicate covering right of way and slope easements to be acquired in connection with the 1969 Special City Allotment project on Third Avenue and Division Street.

These options are for your use in acquiring the right of way and easements. You may elect to use these forms or take the descriptions from the forms and prepare deeds and easements directly. The slope easements may be permanent or construction easements as the City may desire.

When you have secured the right of way and easements, please execute the two enclosed right of way clearance certificates and forward one copy to this office. After all deeds and any permanent easements have been recorded with Douglas County, we would appreciate receiving copies of such records so that we may complete our survey maps and fulfill the requirements of ORS 209.250.

We are also forwarding six prints of map 9B-5-26 covering this project.

If we can be of assistance to you, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg
Oscar H. Norberg
Field Engineer

OHN:eb
Enc.
bc: E. F. Saling
F. D. Morgan
C. T. Keasey

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

May 7, 1969

Mr. Frank P. Danner
City Recorder
City Hall
Myrtle Creek, Oregon 97457

Dear Mr. Danner:

Under separate cover we are forwarding forty option forms in triplicate covering right of way and slope easements to be acquired in connection with the 1969 Special City Allotment project on Third Avenue and Division Street.

These options are for your use in acquiring the right of way and easements. You may elect to use these forms or take the descriptions from the forms and prepare deeds and easements directly. The slope easements may be permanent or construction easements as the City may desire.

When you have secured the right of way and easements, please execute the two enclosed right of way clearance certificates and forward one copy to this office. After all deeds and any permanent easements have been recorded with Douglas County, we would appreciate receiving copies of such records so that we may complete our survey maps and fulfill the requirements of ORS 209.250.

We are also forwarding six prints of map 9B-5-26 covering this project.

If we can be of assistance to you, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg
Oscar H. Norberg
Field Engineer

OHN:cb
Enc.
bc: E. F. Saling
F. D. Morgan
C. T. Keasey

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1969

SUBJECT: OPTIONS
3rd Ave. & Division St. Section
City Streets
City of Myrtle Creek
Douglas County

To: Mr. H. S. Cox
County & City Engineer
405 State Highway Building
Salem, Oregon 97310

Attached you will find 40 original option forms in sextuplet covering right of way and easements for slopes and storm sewer to be acquired in connection with 3rd Avenue and Division Street in the City of Myrtle Creek, Douglas County, Oregon. This contract is scheduled for letting June 26, 1969.

Enclosed for your information are copies of the Authorization list and Mr. Hall's letter of May 2, 1969.

We are attaching three prints of map number 9B-5-26 covering this area and bearing our date of May 2, 1969.

File No.	Name	Area		
43481A-1	Kenny, Clifford, et ux	20	sq.ft.	P-1
		750	"	P-2 (P. Ease)
43481A-2	Douglas County	30	"	P-1
		90	"	P-2 (P. Ease)
43481A-3	Maple Lodge No. 127,	1,020	"	P-1
	A. F. & A. M., Inc.	520	"	P-2
		1,700	"	P-3 (P. Ease)
43481A-4	Keller, Edmund J., et ux	545	"	
43481A-5	Browning, Vola M.	180	"	
43481B-6	Myrtle Creek Grange	700	"	P-1
		500	"	P-2 (P. Ease)
43481B-7	Sanders, Leo J., et ux	650	"	P-1
		625	"	P-2 (P. Ease)
43481B-8	Yocum, Herbert A., et ux	650	"	P-1
		625	"	P-2
43481B-9	Williams, Richard E.	1,300	"	P-1
		2,500	"	P-2 (P. Ease)
43481B-10	Myrtle Creek Assembly of God	570	"	P-1
		955	"	P-2 (P. Ease)
43481C-11	Johnson, Robert B., et ux	420	"	
43481C-12	First M. E. Church South	370	"	
43481C-13	Lawrentz, Lester W., et ux	140	"	
43481C-14	Chaney, Richard R., et al	270	"	
43481C-15	Maddox, R. I., et ux	950	"	
43481D-16	City of Myrtle Creek	5,700	"	P-1
		1,350	"	P-2 (P. Ease)

43481D-17	Sherlock, G. C., et ux	1,000	sq.ft.	(P. Ease)
43481D-18	Shirtcliff, Ralph H., et ux	555	"	"
43481D-19	McGuire, A. B.	500	"	"
43481D-20	Deen, Melvin, et ux	350	"	"
43481E-21	Critchfield, R. E., et ux	1,060	"	P-1
		1,780	"	P-2
43481E-22	Yocom, Frank V.	800	"	
43481E-23	Tilche, Helmut F., et ux	800	"	P-1
		500	"	P-2 (P. Ease)
43481E-24	Wilborn, Leo W., et ux	400	"	
43481E-25	Goodwin, Henry M.	400	"	
43481F-26	Myrtle Creek School District No. 19	13,500	"	(P. Ease)
43481F-27	Hyatt, Leonard J., et ux	1,090	"	"
43481F-28	Fariss, Maxine D.	400	"	
43481F-29	Rousey, Clarence J., Sr., et ux	700	"	
43481F-30	Kinney, Roy, et ux	450	"	
43481G-31	Alspaugh, Roy W., et ux	750	"	
43481G-32	Loring, Roger Edwin, et ux	350	"	
43481G-33	The Church of the Nazarene of Myrtle Creek, et al	765	"	
43481G-34	Glander, Wallace	380	"	
43481G-35	Myrtle Creek Building Supply, Inc., et al	1,090	"	
43481H-36	Groom, J. D., et ux	1,000	"	P-1
		405	"	P-2 (P. Ease)
43481H-37	McGovern, Alice	790	"	P-1
		495	"	P-2 (P. Ease)
43481H-38	Evans, W. S.	400	"	
43481H-39	Grover, William R.	400	"	
43481H-40	Westwang, John O., et ux	3,700	"	

Earl F. Saling

EARL F. SALING,
Right of Way Office Manager

AC:ih
Enc. 40 options, Auth. list,
letter & 3 prints

cc: Carroll T. Keasey, Div. Engr.
L. W. Riley

Form E-251 (Rev. 12-61)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 1 of 3

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway City Street
County Douglas
Unit
Survey Approved
Section Myrtle Creek (3rd Avenue & Division Street)
Sta. 2+00 Sta. 35+00
R/W Map No. 9B-5-26
Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
43481A-1	Clifford Kenny & Dorothy M. Kenny				X	X					X	Slopes				
43481A-2	Douglas County				X	X		X			X	Slopes				
43481A-3	Maple Lodge No. 127, A.F. & A.M., Inc.				X	X		X			X	Slopes				
43481A-4	Edmund J. Keller & Edythe E. Keller				X	X					X					
43481A-5	Vola M. Browning				X	X					X					
43481B-6	Myrtle Creek Grange				X	X		X			X	Slopes				
43481B-7	Leo J. Sanders & Helen M. Sanders				X	X		X			X	Slopes				
43481B-8	Herbert A.Yocum & Jacqueline M. Yocum				X	X					X					
43481B-9	Richard E. Williams				X	X		X			X	Slopes				
43481B-10	Myrtle Creek Assembly of God				X	X		X			X	Slopes				
43481C-11	Robert B. Johnson & Bonnie B. Johnson				X	X					X					
43481C-12	First M. E. Church South				X	X					X					
43481C-13	Lester W.Lawrentz & Vivian E. Lawrentz				X	X					X					
43481C-14	Richard R. & Sandra E. Chaney et al				X	X					X					
43481C-15	R. I. Maddox & Bessie Maddox				X	X					X					
43481D-16	City of Myrtle Creek				X	X		X			X	Slopes				
43481D-17	G.C.Sherlock & Ella Mae Sherlock				X			X			Slopes&Storm Sewer					
43481D-18	Ralph H.Shirtcliff & Glenna Shirtcliff				X			X			Slopes&Storm Sewer					

Submitted Floyd O. Scott Floyd O. Scott Date MAY 2 1969
R/W Description Engineer

Approved Date
Assistant Design Engineer

Approved Date
R/W Engineer

Form E-[illegible] (Rev. [illegible])

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 2 of 3

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway City Street
County Douglas
Unit
Survey Approved
Section Myrtle Creek (3rd Avenue & Division Street)
Sta. 2+00 Sta. 35+00
R/W Map No 9B-5-26
Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
43481D-19	A. B. McGuire				X			X				Slopes				
43481D-20	Melvin Deen & Jessie May Deen				X			X				Slopes				
43481E-21	R. E. & Tillie Critchfield				X	X					X					
43481E-22	Frank V. Yocom				X	X					X					
43481E-23	Helmut F. Tilche & Alberta Tilche				X	X		X			X	Slopes				
43481E-24	Leo W. Wilborn & Helen B. Wilborn				X	X					X					
43481E-25	Henry M. Goodwin				X	X					X					
43481F-26	Myrtle Creek School District No. 19				X			X				Slopes				
43481F-27	Leonard J. Hyatt & Linda F. Hyatt				X			X				Slopes				
43481F-28	Maxine D. Fariss				X	X					X					
43481F-29	Clarence J.Rousey,Sr.&Tressa E. Rousey				X	X					X					
43481F-30	Roy Kinney & Emma B. Kinney				X	X					X					
43481G-31	Roy W. Alspaugh & Effie Alspaugh				X	X					X					
43481G-32	Roger Edwin Loring & DeLores Ann Loring				X	X					X					
43481G-33	The Church of the Nazarene of Myrtle Creek (Donald R.& Martha G. Hays C.P.)				X	X					X					
43481G-34	Wallace Glander				X	X					X					
43481G-35	Myrtle Creek Building Supply, Inc.(Russell T. Seinhauer&Fredia N.Steinhauer,C.P.)			X		X					X					
43481H-36	J. D. Groom & Velma C. Groom			X		X		X			X	Slopes				

Submitted Floyd O. Scott Floyd O. Scott Date MAY 2 1969
R/W Description Engineer

Approved Date
Assistant Design Engineer

Approved Date
R/W Engineer

Form E-353 (Rev. 12-60)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 3 of 3

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway City Street

County Douglas

Unit

Survey Approved

Section Myrtle Creek (3rd Ave. & Division St.)

Sta. 2+00 Sta. 35+00

R/W Map No. 9B-5-26

Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
43481H-37	Alice McGovern				X	X		X			X	Slopes				
43481H-38	W. S. Evans				X	X					X					
43481H-39	William R. Grover				X	X					X					
43481H-40	John O. Westwang & Ardyth Westwang				X	X					X					

Submitted Floyd O. Scott Floyd O. Scott
R/W Description Engineer
Date MAY 2 1969

Approved
Assistant Design Engineer
Date

Approved
R/W Engineer
Date

FORM E-30 10M 10-60

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1969

SUBJECT:

To:

Mr. D. H. Moehring
Right of Way Engineer
Office

Myrtle Creek (3rd Avenue &
Division Street) Section
City Street
Douglas County

RECEIVED
MAY 2 1969
LEGAL & RIGHT OF WAY

Attached are 40 Files (54 Parcels) and an authorization for the subject section which is scheduled for June 26.

Also attached is a copy of Mr. Quiner's letter of April 16, 1969 which contains information on the width of Division Street.

D. J. Barbee
Design Engineer

By Frank L. Hall
Frank L. Hall
Assistant Design Engineer

NOTED
D. H. MOEHRING

FOS:hc

Attahcments

cc: Mr. H. S. Cox

NOTED
JOHN R. OAKES

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 16, 1969

SUBJECT: Third Avenue and Division
Street Section
Myrtle Creek City Street
Douglas County

To: D. J. Barbee
Design Engineer
SALEM

Attention: George Wills

R/W

In regards to your letter of April 11, 1969:

An exhaustive search has failed to turn up any evidence of monuments on the north side of Division Street between Morrison and Orchard Streets.

Local residents, officials, and city engineers were contacted, but no one could explain the discrepancy between the official plats which indicate a 60 foot right of way, and the fences, buildings, et cetera, which indicate a 50 foot right of way.

Lacking any other criteria, the locating engineer has platted Gabbert's Addition according to the location of fences and a building which have been in existence for a long period of time, (see red markings on enclosed drawing). This appears to fit well with surrounding streets, fences, and more recent surveys, (see ½" I. P. on west line of Gabbert's Addition), but leaves the right of way at 50 feet instead of 60 feet.

Obviously this discrepancy could be argued either way. The City, who will be purchasing the additional right of way needed, tends to accept the 50 foot right of way without question because of the long tenency of adjacent landowners. The enclosed excerpt from Johnson & Smith's "Theory and Practice of Surveying" would appear to substantiate this stand.

Not applicable to platted street, per Legal.

Routing

RECEIVED
APR 18
DESIGN
DIVISION

April 16, 1969

It should also be noted that the 3" I. P. found on the N. E. corner of Spruce Street has been determined to be the remains of an old street signpost sawed off flush with the ground. Please strike this from the Detail Map.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

WG:ejb

Attachment

cc: Al Bates

Form E-66—[illegible]

P

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Myrtle Creek (N.W. Oak - Myrtle Ave.)	Prefix No.	310-1412-910
Highway	City Street	County	Douglas
Contractor	Contract No.	F. A. Project No.	
Submitted by	R. J. Van Cleave	Date Reported	April 22, 1969
		Laboratory Charges	$193.00

Page 1 of 2

REPORT ON SAMPLE OF CEMENT TREATED BASE

Source of material: Round Prairie Bar app. 8 mi. South of Roseburg
Sampled or inspected at: Crusher
To be used: C. T. B.
Date received: March 3, 1969
Sampled or inspected by: W. H. Beal, Feb. 28, 1969
Quantity represented:

TEST RESULTS

Laboratory No. 883193
Data Sheet No. A55632

Test Gradations: (1" - 0)

Gradation I - Natural Material

(1" - ¾")	- 7.7%	(¼" - # 4)	- 6.1%	(#40 - # 80)	- 8.8%
(¾" - ½")	- 13.3%	(# 4 - #10)	- 14.5%	(#80 - #200)	- 2.2%
(½" - ¼")	- 16.4%	(#10 - #40)	- 29.8%	(Passing #200)	- 1.2%

Gradation II - (1" - ¼") 70% Crushed, (1" - ¼") 30% Natural, and (¼" - 0) 100% Natural Material

(1" - ¾")	- 10.0%	(¼" - # 4)	- 8.0%	(#40 - # 80)	- 5.0%
(¾" - ½")	- 20.0%	(# 4 - #10)	- 15.5%	(#80 - #200)	- 1.3%
(½" - ¼")	- 22.5%	(#10 - #40)	- 17.0%	(Passing #200)	- 0.7%

Unconfined Compressive Strength - 7 Day Cure:

Gradation	I	I	I	II	II	II
Portland cement content, %	5.0	5.0	5.0	5.0	5.0	5.0
Moisture content, %	6.2	*6.8	7.3	6.0	*6.9	7.7
Density, pcf	138.7	139.2	138.3	138.2	139.5	141.2
Compressive str., psi	1128	1173	1126	1289	1245	1169

* Note: Samples at optimum moisture content.

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Keasey
Resident Engineer
Dist. Maint. Supt.
Foreman
2 X Files
X R. J. Van Cleave
X Wilson
X Geology & Soils

Test results indicate that CTB of a 1.8 CBE quality can be produced from material represented. A Portland Cement content of 5% is required with 1"-0 or ¾"-0 natural graded uncrushed material or standard specification crushed stone base aggregate.

RECEIVED
APR 14 1970
ENGINEER
COUNTY & CITY DIVISION

O. A. White
Engineer of Materials

NOTED
DON HARWELL

Form E-61—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Myrtle Creek (N.W. Oak - Myrtle Ave.)
Prefix No. 310-1412-910
Highway
County
Contractor
Contract No.
F.A. Project No.
Submitted by
Date Reported
Laboratory Charges

Page 2 of 2

REPORT ON SAMPLE OF AGGREGATE

Source of material
Sampled at
To be used
Date received March 3, 1969
Sampled by
Quantity represented
Date Sampled

TEST RESULTS

Laboratory No. 883193
Type of material Bar run gravel 6 - 0
Data Sheet No. A55632
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	5	5	
3	8	13	
2	11	24	
1½	7	31	
1	9	40	
¾	5	45	
½	8	53	
3/8	5	58	
¼	6	64	
4	4	68	
10	10	78	
40	17	95	
80	3	98	
200	1	99	
P200	0.7	0.7	
P200	Wet Sieve	1.2%	**

Abrasion, per cent wear, Los Angeles Rattler	14.7	
Specific gravity (Le Chatelier)	2.76	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot	123.3	
Fineness factor		
Sodium sulfate test, per cent loss	**	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines N.P.	(0)	%
Manufactured fines		%
Liquid limit: Natural fines N.P.	(21)	%
Manufactured fines		%
Fracture		%
Sand equivalent	65	
Oregon degradation: Pass No. 20	16.0	%
Height	0.8	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.	3	

** (1½-¾" = 1.7%) (¾-3/8" = 1.6%) (3/8"-#4 = 2.0%)

Material as represented by this sample (does) (~~does not~~) comply with specifications.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files

O. A. White
Engineer of Materials

SP*18318-734

Form E-61—5M—1-64

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OREGON STATE HIGHWAY DEPARTMENT
Materials Division
Laboratory Report

Project Myrtle Creek (N.W. Oak - Myrtle Ave.)
Highway City Street
Contractor Roseburg Sand & Gravel
Contract No.
Submitted by R. J. Van Cleave
Prefix No. 310-1412-910
County Douglas
F.A. Project No.
Date Reported April 23, 1969
Laboratory Charges $30.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Round Prairie Bar, app. 8 mi. South of Roseburg
Sampled at Crusher
To be used Base & A/C
Sampled by W. H. Beal
Date Sampled Feb. 28, 1969
Sample No. 2
Date received March 3, 1969
Quantity represented

TEST RESULTS

Laboratory No. 883194
Data Sheet No. A55632
Type of material Bar Run Gravel 6 - 0
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	4	4	
3	7	11	
2	11	22	
1½	10	32	
1	12	44	
¾	5	49	
½	11	60	
¼	13	73	
4	5	78	
10	9	87	
40	11	98	
80	1	99	
200	1	1	
P200	0.4	0.4	
P200	Wet Sieve	0.7%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	19.7	%
Height	1.0	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.	3	

Material as represented by this sample (does) (~~does not~~) comply with specifications.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Keasey
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
2 X Files
X R. J. Van Cleave
X Wilson

O. A. White
Engineer of Materials

E3**15518-734

Form E-61—5M—1-64

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project Myrtle Creek (N.W. Oak - Myrtle Ave.)
Highway City Street
Contractor Roseburg Sand & Gravel Contract No.
Submitted by R. J. Van Cleave

Prefix No. 310-1412-910
County Douglas
F.A. Project No.
Date Reported April 23, 1969
Laboratory Charges $30.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Round Prairie Bar, app. 8 mi. South of Roseburg
Sampled at Crusher
To be used Base & A/C
Date received March 3, 1969
Sampled by W. H. Beal
Quantity represented
Date Sampled Feb. 28, 1969
Sample No. 3

TEST RESULTS

Laboratory No. 883195
Type of material Bar Run Gravel 6 - 0
Data Sheet No. A55632
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	5	5	
3	5	10	
2	7	17	
1½	6	23	
1	6	29	
¾	5	34	
½	8	42	
¼	13	55	
4	4	59	
10	12	71	
40	23	94	
80	4	98	
200	1	99	
P200	0.8	0.8	
P200	Wet Sieve	1.3%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	22.1	%
Height	1.4	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.	3	

Material as represented by this sample (does) (~~does not~~) comply with specifications.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Keasey
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
2 X Files
X R. J. Van Cleave
X Wilson

SP*10319-134

O. A. White
Engineer of Materials

Form [illegible]

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OREGON STATE HIGHWAY DEPARTMENT
Materials Division
Laboratory Report

Project	Myrtle Creek (N.W. Oak - Myrtle Ave.)	Prefix No.	310-1412-910
Highway	City Street	County	Douglas
Contractor	Roseburg Sand & Gravel	F.A. Project No.	
Contract No.		Date Reported	April 23, 1969
Submitted by	R. J. Van Cleave	Laboratory Charges	$30.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	Round Prairie Bar, app. 8 mi. South of Roseburg		
		Sampled at	Crusher
To be used	Base & A/C	Date received	March 3, 1969
Sampled by	W. H. Beal	Quantity represented	
Date Sampled	Feb. 28, 1969		
Sample No.	4		

TEST RESULTS

Laboratory No.	883196	Type of material	Bar Run Gravel 6 - 0
Data Sheet No.	A55632	Screen opening	Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	4	4	
3	8	12	
2	9	21	
1½	9	30	
1	7	37	
¾	5	42	
½	9	51	
¼	8	59	
4	3	62	
10	7	69	
40	22	91	
80	7	98	
200	1	99	
P200	0.6	0.6	
P200	Wet Sieve	1.2%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	20.2	%
Height	1.3	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.	2	

Material as represented by this sample (does) (XXXXXXX comply with specifications.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Keasey
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
2 X Files
X R. J. Van Cleave
X Wilson
[illegible]

O. A. White
Engineer of Materials

Form E-61—5M—1-64

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GON STATE HIGHWAY DEPART T

Materials Division

Laboratory Report

Project	Myrtle Creek (N.W. Oak - Myrtle Ave.)	Prefix No.	310-1412-910
Highway	City Street	County	Douglas
Contractor	Roseburg Sand & Gravel Contract No.	F.A. Project No.	
Submitted by	R. J. Van Cleave	Date Reported	April 23, 1969
		Laboratory Charges	$30.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Round Prairie Bar, app. 8 mi. South of Roseburg

Sampled at Crusher

To be used	Base & A/C	Date received	March 3, 1969
Sampled by	W. H. Beal	Quantity represented	
Date Sampled	Feb. 28, 1969		
Sample No.	5		

TEST RESULTS

Laboratory No.	883197	Type of material	Bar Run Gravel 6 - 0
Data Sheet No.	A55632	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
4	0	0	
3	8	8	
2	12	20	
1½	7	27	
1	7	34	
¾	4	38	
½	6	44	
¼	7	51	
4	3	54	
10	5	59	
40	21	80	
80	14	94	
200	4	98	
P200	1.6	1.6	
P200	Wet Sieve	3.2%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	17.7	%
Height	1.1	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.	4	

Material as represented by this sample (does) (XXXXXXX comply with specifications.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Keasey
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
2 X Files
X R. J. Van Cleave
X Wilson

O. A. White
Engineer of Materials

51**10210-734

Form E-61—5M—1-64

OREGON STATE HIGHWAY DEPARTM

Materials Division

Laboratory Report

Project	Myrtle Creek (N.W. Oak - Myrtle Ave.)		Prefix No.	310-1412-910
Highway	City Street		County	Douglas
Contractor	Roseburg Sand & Gravel	Contract No.	F.A. Project No.	
Submitted by	R. J. Van Cleave		Date Reported	April 23, 1969
			Laboratory Charges	$30.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Round Prairie Bar, app. 8 mi. South of Roseburg

Sampled at Crusher

To be used	Base & A/C	Date received	March 3, 1969
Sampled by	W. H. Beal	Quantity represented	
Date Sampled	Feb. 28, 1969		
Sample No.	6		

TEST RESULTS

Laboratory No. 883198

Data Sheet No. A55632

Type of material Bar Run Gravel 6 - 0

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
4	0	0	
3	15	15	
2	10	25	
1½	6	31	
1	9	40	
¾	5	45	
½	7	52	
¼	10	62	
4	4	66	
10	11	77	
40	18	95	
80	4	99	
200	1	1	
P200	0.4	0.4	
P200	Wet Sieve	1.0%	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	20.4	%
Height	1.1	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.	3	

Material as represented by this sample (does) (XXXXXXX comply with specifications.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Kensey
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
2 X Files
X R. J. Van Cleave
X Wilson
81—16319-734

O. A. White
Engineer of Materials

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

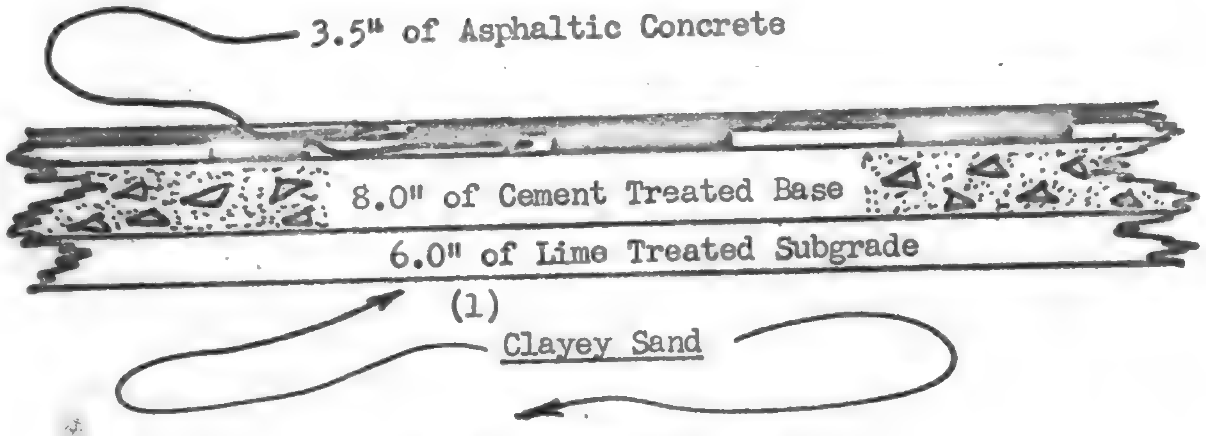
Section N. W. OAK - N. E. MYRTLE AVE. Highway CITY OF MYRTLE CREEK County DOUGLAS Prefix 310-1412

Res. Engr. A. W. Bates Approx. Length 0.61± Miles. Sta. ______ to Sta. ______ Date 3-11-69

Mean Truck A.D.T. 237 Traffic Coefficient 8.3 18 kip s.a. per day 90.3.

Annual Precipitation 40"± Frost Penetration - - - - .

(1)
Typical Soil
26 LL
9 PI
82 %P 10
46 %P200
18 %Gravel
17 %C Sand
19 %F Sand
25 %Silt
21 %Clay
6 "R" Value


3.5" of Asphaltic Concrete
8.0" of Cement Treated Base
6.0" of Lime Treated Subgrade
(1)
Clayey Sand

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	AC
	14.5	8.0	CTB
	5.0	6.0	LTS
27.5	26.5	17.5	

3-11-69

See remarks on Page 2.

AASHO CLASSIFICATION:

A-4

MATERIAL SOURCES:

To be determined by the Engineer.

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MAR 18 1969
ENGINEER
COUNTY & CITY DIVISION

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist City-County (2)

Submitted by ______ for Staff Assistant

Recommended by ______ Engineer of Materials

Recommended by ______ Construction Engineer

Approved by ______ Asst. State Highway Engineer

N. W. OAK - N. E. MYRTLE AVE.
SECTION: City of Myrtle Creek

HIGHWAY:

COUNTY: DOUGLAS

"OTHER.ROADS"

Traffic Coefficient	A.C. Wearing Surface	C.T.B.	3/4"-0 Level	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	4.0"	—	6.0"	6.0"	25.0"	19.5"
6.0 - 7.0	3.0"	—	2.0"	8.5"	6.0"	21.5"	19.5"
4.8 - 6.0	2.0"	—	2.0"	7.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	—	4.5"	—	6.0"	13.5"	12.5"

Remarks:

Several trial surfacing thickness sections were provided the Resident Engineer in order that he might select the section best suited for grade, alignment, drainage, etc., the section recommended is the field's choice.

The C.T.B. mix design will be furnished by the Materials Laboratory at a later date.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase (Per Standard Specifications plus Supplementals) = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

TRAFFIC ANALYSIS

SECTION: N. W. OAK - N. E. MYRTLE AVE.
HIGHWAY: CITY OF MYRTLE CREEK
COUNTY: DOUGLAS

3000 Present ADT (1969)
8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	90	1.6	144	117	450	52,650
3	75	"	120	60	1000	60,000
4	0	"	---	---	1250	------
5	75	"	120	60	3180	190,800
6	0	"	---	---	2570	--------
				237 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 303,450
TWENTY YEAR EWL 6,069,000
TRAFFIC COEFFICIENT 8.3

SECTION: N. W. OAK - N. E. MYRTLE AVE.

HIGHWAY: CITY OF MYRTLE CREEK

COUNTY: DOUGLAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C. for this section. See Items 6 and 12.

3rd Ave. & Divxision St. (Myrtle Creek)
City of Myrtle Creek   Douglas Coun
A.W Bates, Loc. Eng'r.   Feb. 19

NARRATIVE REPORT

The project limits are the Easterly curb line of N.W. Oak Ave. and the Easterly edge of the connection to N.E. Myrtle Ave.

The route is from N.W. Oak Ave. to N.E. Myrtle Ave. via N.W. 3rd St. and Division Streets in the town of Myrtle Creek.

This is a survey to prepare plans and specifications to widen N.W. 3rd Ave. and Division Streets to 44 feet front of curb to front of curb and construct a 4 foot wide sidewalk on the Northerly side of the streets.

The city of Myrtle Creek at a pre-location conference requested a four foot utility strip between the Northerly curb and the sidewalk and also requested cross section be tilted where necessary to meet adjacent properties.

The school district, through Don Martin, City Engineer, has advised they will remove and re-install their fence and that they wish the cut to be sloped in front of the school.

The City has not decided whether a retaining wall will be necessary between sta. 2+65 to 3+20 approximately. This information will be furnished as soon as possible.

The City has verbaly requested that excess material be deposited at a location which would benefit the City and they have furnished a map showing alternate locations. Alternate #2 is the best location for waste that there is on the job.

The stage construction plan as submitted was decided upon so that the loaded trucks and lumber carriers would be on paved road at all times. The project could be closed between Oak Ave. and First Ave. without specified detours as alternate routes are available.

The base design of lime stabilized subgrade, cement treated base and Asphaltic concrete pavement was used as it was much cheaper than Plant Mix Bituminous Base and no more expensive than any other design and second to P.M.B.B. in ease of construction.

Alfred W. Bates
Alfred W. Bates
Locating Engineer

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3r ve. & Division St. (Myrtle Cre
City of Myrtle Creek   Douglas County
A.W. Bates, Loc. Eng'r.   Feb. 1969

COST ESTIMATE

ITEM	UNIT	UNIT PRICE	QUANTITY	TOTAL
1. Clearing & Grubbing	Lump Sum	$5,000.00	100%	$5,000.00
2. General Excavation, Unclassified	Cu. Yd.	1.50	9,841	14,761.50
3. Finish Roadbed & Slopes	Lump Sum	750.00	100%	750.00
4. Trench Excavation	Cu. Yd.	3.50	145	507.50
5. Watering	M-Gal.	3.00	605	1,815.00
6. Lime Treated Subgrade	Sq. Yd.	0.35	18,700	6,545.00
7. Lime for Treated Subgrade	Ton	30.00	242	7,260.00
8. Asphalt in Tack Coat, RS-1	Ton	80.00	4	320.00
9. Asphaltic Concrete, Class B	Ton	9.50	3,633	34,513.50
10. Cement Treated Base Mixture	Ton	3.00	8,150	24,450.00
11. Portland Cement in C.T.B. Mix.	Ton	30.00	488	14,640.00
12. Special Backfill in Drains	Cu. Yd.	8.00	25	200.00
13. 6" Steel Perforated Drain Pipe	Lin Ft.	2.50	513	1,282.50
14. 4" Conc. Sewer Pipe	" "	2.00	13	26.00
15. 8" Conc. Sewer Pipe	" "	2.50	957	2,392.50
16. 10" Conc. Sewer Pipe	" "	3.25	19	61.75
17. 12" Conc. Sewer Pipe	" "	4.25	7	29.75
18. 18" Conc. Sewer Pipe	" "	6.00	13	78.00
19. Type CG Inlets	Each	120.00	23	2,760.00
20. Adjust Manholes	Each	75.00	14	1,050.00
21. Adjust San. Sewer Clean outs	Each	50.00	3	150.00
22. Concrete Curb, Type "C"	Cu. Yd.	75.00	224	16,800.00
23. Concrete Walk	Sq. Yd.	4.50	1,261	5,674.50
24. Construct Driveways	Each	20.00	31	620.00
25. Extra for Road Approachs	Each	40.00	22	880.00
			Subtotal	142,567.50
Flagging				1,000.00
Engineering and Contingencies				28,513.50
			Total	$172,081.00
			Est. P.E. changes.	4,871.90
			TOTAL EST COST-	$176,952.90

Orig Est. = $185,000

P.E. Est. $5,700

$\frac{147,081}{\$172,081} \times 5,700 = \$4,871.90$

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ENGINEER
COUNTY & CITY DIVISION

RECEIVED
FEB 19 1969
FOR FILING

310-1737

7356

MISC. CONTRACTS and
AGREEMENTS No. 3676

February 19, 1969

City of Myrtle Creek
City Hall
Myrtle Creek, Oregon 97457

Attention: Mr. Frank P. Danner
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to N. W. Third Avenue and Division Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Attachment

cc Mr. H. S. Cox
(agreement attached)

PREFIX NO. 310-1412

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JAN 30 1969
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COUNTY & CITY DIVISION

NOTED
H. S. COX

LOCATION PROSPECTUS
MYRTLE CREEK (N.W. OAK-MYRTLE AVENUE) SECTION
CITY STREET - DOUGLAS COUNTY

1-28-69

HIGHWAY:	Third Avenue and N.E. Division Street. Not on State or Federal highway system.
TERMINI:	The westerly terminus is at the intersection of Third Avenue and the northerly curb line of Oak Street. The easterly terminus is at the intersection of N.E. Division Street and the easterly line of N.E. Myrtle Avenue.
LENGTH:	0.61 mile.
PROGRAM:	1969 Special City Allotment Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and cost estimates for reconstruction of a city street. Reconnaissance is not necessary. Soils investigations will be conducted. Drainage problems are not anticipated.
TYPICAL SECTION:	44-foot curbed street section with 4-foot utility section and 4-foot sidewalk on the northerly side.
MATERIAL:	Commercial sources.
ADD'L FACILITIES:	None.
AGREEMENTS:	Routine Special City Allotment project.
PARKS:	None.

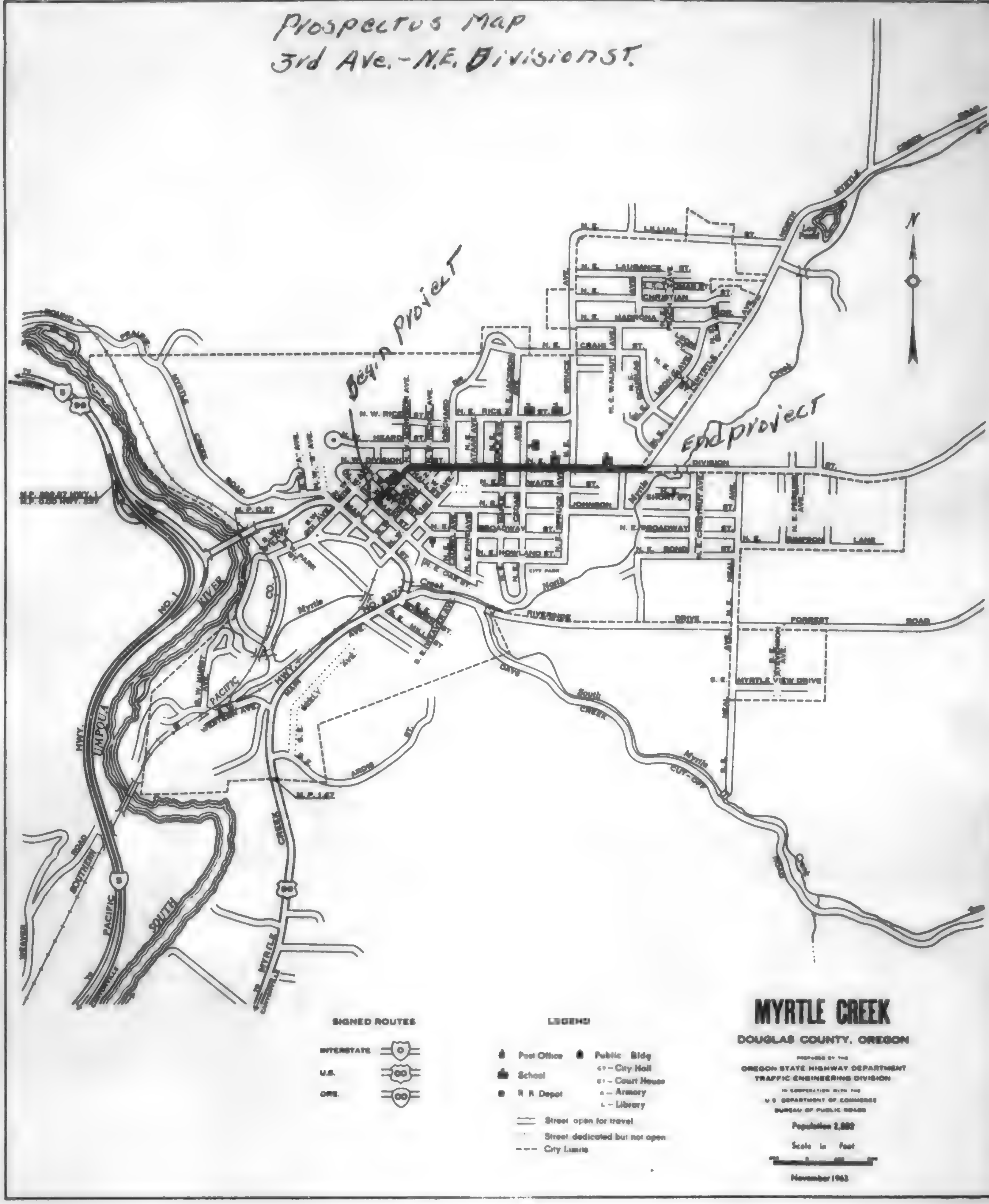
January 28, 1969
Attachment

cc:
C.T. Keasey (3)
F.B. Klaboe
F.B. Crandall
Ivan Merchant (4)
L.H. Young
H.S. Cox (2)
V.J. Johnson
Jack Rowland
F.E. Terpin
Forrest Cooper
V.D. Wolfe
F.L. Hall
D.H. Moehring (3)
J. M. Cartwright (2)
B. L. Gifford
A.D. Olson
Robert Royer
O.C. Turner
Tom Edwards
D.J. Barbee
E.S. Hunter
F.D. Morgan
R.N. Chase
W.N. Hackleman
R.E. Olson
W.H. Tebeau
F.W. Yarbrough (2)

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Prospectus Map
3rd Ave.-N.E. Division ST.



MYRTLE CREEK

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,882

November 1963

Form X-30

SCA -

REGON STATE HIGHWAY DEPARTMEN

AUTHORITY FOR SURVEY

Section MYRTLE CREEK (NW OAK - MYRTLE AVE.)

Date January 10, 1969

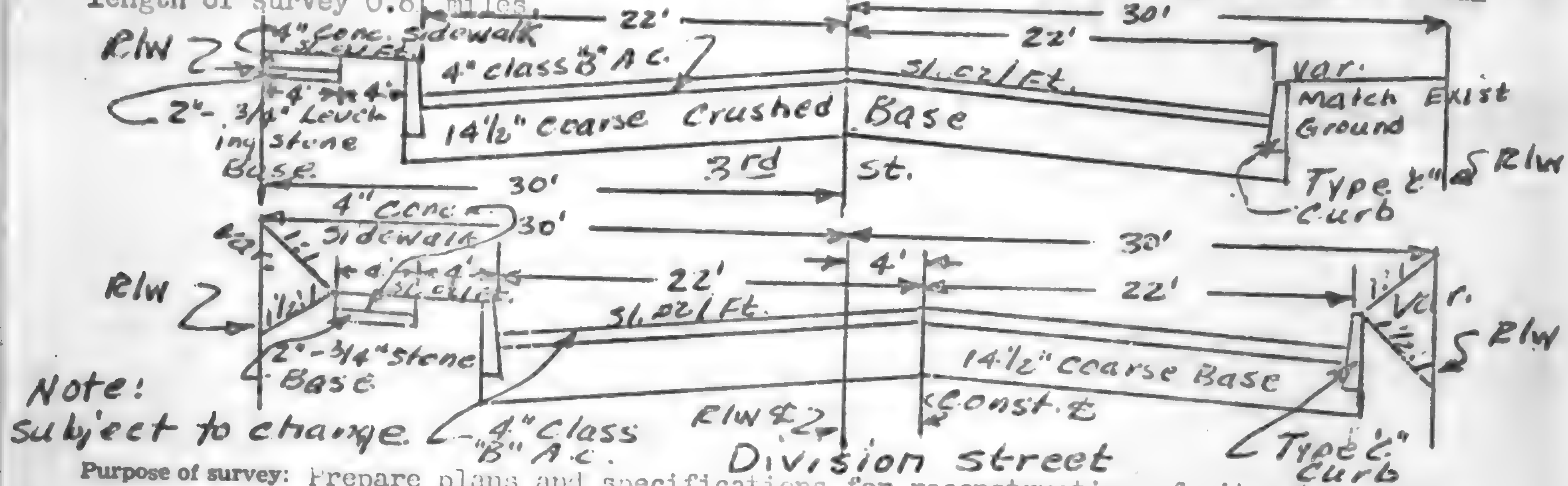
Highway ~~City of Myrtle Creek~~ CITY ST.

Authorization No. One

County Douglas Div. 3

Survey Prefix [illegible]-1412 (Assigned by Salem office)

Description of termini, route, length, etc.: Third Avenue from Oak Street to Hall Street. N. E. Division Street from Hall Street to N. E. Myrtle Avenue. All in the City of Myrtle Creek. Total length of survey 0.61 miles.



Note: subject to change.

Purpose of survey: Prepare plans and specifications for reconstruction of city street. With a 44' curbed section with a four foot side walk and a four foot utility strip on the northerly side of the street.

Field Survey	(901)	3,500
Plans	(905)	500
Right of Way	(909)	400
Soils	(910)	500
Utility	(914)	500

Estimate of cost: FXXXXXXXXXXXXX

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JAN 28 1969
ENGINEER
COUNTY & CITY DIVISION

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$5,400.00
Previous authorization	0.00
Additional authorization requested	0.00
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Design XXXXXXXX Engineer

Approved:
Ass't State Highway Engineer

State Printing

NOTED
H. S. COX

PROGRAM & PLAN. DIV.
P. E. APPR. ____
[illegible] ____ STATE ✓
[illegible]

NOTED
RICHARD UNREIN

NOTED
P. B. [illegible]

NOTED
DON HARWELL

City:	Myrtle Creek
County:	Douglas
Division No.:	III
Population: 1963	2,582
1968	2,700
Previous Projects	2
Previous Amount $	21,319
Last Project	1954

PROPOSED PROJECT - 1969:

Grade and pave N.W. Third Avenue from Oak Street to Division Street, and Division Street from N.W. Third Avenue to Myrtle Avenue. Provide 44' curbed street section with 4.5' concrete sidewalk on northerly side.

Length of project: 0.65 mile.

Base design: 15" coarse crushed, 2" level course, 3-1/2" asphaltic concrete.

	S.C.A.	City	Total
Estimated Cost:	$25,000	$160,000	$185,000

Remarks:

Existing street is distressed and failing from continual use by heavy log truck traffic. Douglas County has agreed to underwrite a portion of the City's cost.

Recommendation: Approval recommended.

City of Myrtle Creek
Myrtle Creek, Oregon

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DEC 6 1968
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COUNTY & CITY DIVISION

NOTED
H. S. COX

December 5, 1968

City & County Relations Dept.
Oregon State Highway Department
Salem, Oregon

Re "Special City Allotment"

Att'n: Richard Unrelin

Gentlemen:

Kindly accept this letter as a follow-up to our phone conversation regarding this city's application for funds on our Division Street Project.

At our regular monthly Council meeting, the Mayor and Council members passed the resolution, that the City of Myrtle Creek is willing and able to provide adequate funds, beyond the OSHD $25,000 fund, for completion of the project costs.

If any further detail might be required as to our budget and outside funding programs for this particular project, we will be happy to oblidge. We wish to again reiterate the great need and importance of this project to the benefit of traffic and pedestrian ways in the area.

Very Truly Yours,

Frank P. Danner
Frank P. Danner, City Recorder

FPD/lp

cc: Don Martin, City Engineer

NOTED
RICHARD UNREIN

NOTED
[illegible] WELL

NOTED
H. S. COX

September 9, 1968

Mr. Frank P. Danner
City Recorder
P.O. Box 745
Myrtle Creek, Oregon 97457

Dear Mr. Danner:

It is planned to submit your proposed project on Division Street from Cedar Avenue to Myrtle Avenue to the Highway Commission for consideration of construction (1969) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation is roughly estimated to cost $75,000 for providing a 44-foot curbed street section with a 4-1/2-foot concrete sidewalk on the northerly side; State's share - $25,000.

Should the Highway Commission look with favor on your project, would the city of Myrtle Creek be willing and able to pay all costs of the project in excess of $25,000? (50,000±)

Early receipt of a letter stating Myrtle Creek's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

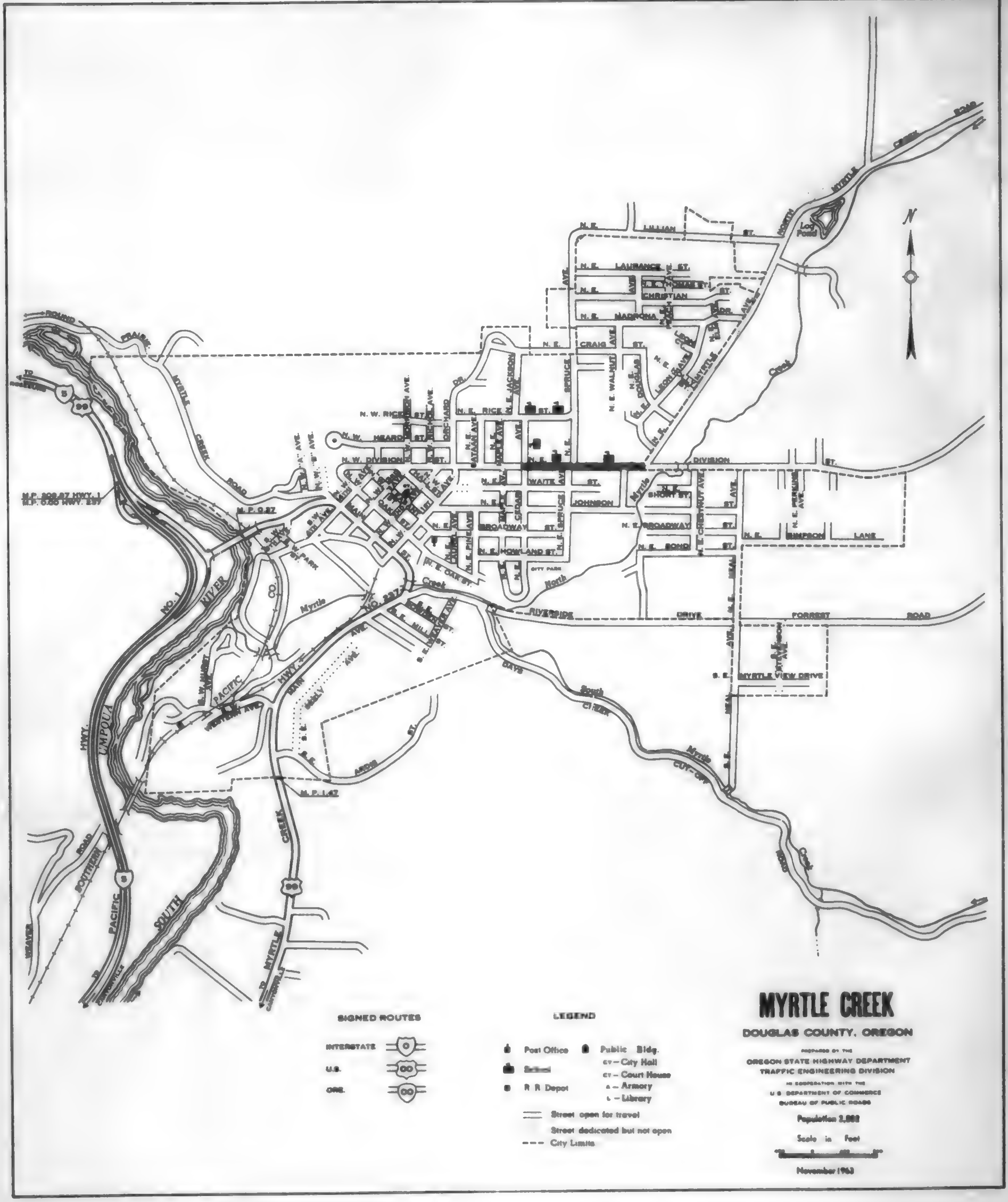
NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

Council meets - Sept 10. & Oct. 8

[illegible]

NOTED
DON HARWELL



MYRTLE CREEK

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,[illegible]

Scale in Feet

November 1963

1949 · 13 715
1954 · 7 605

S.C.A. Investigation Data

City of MYRTLE CREEK Date July 23-1968 Div. 3
Population: 1968 2700 1963 2582
Street Division St From Cedar Ave to Myrtle Ave.

No. previous projects 2
Last project 1954 (year)
Total SCA funds $ 21 319
Funds/capita $ 7.90
Average/capita $ 18.44

EXISTING

Surface now in place: A.C. X Oil — Gravel — Concrete —
Surface width: 22 feet, Shoulder-shoulder width: 26-32 feet
C-C width: — feet, R/W width: 60' feet
Remarks: Existing street is showing signs of distress from Heavy Log-truck Traffic. Co. is rebuilding Myrtle Ave to N.C.L. 40' c-c and 12's & 8's 3 miles out. Met with Recorder & Don Martin - City Engr. City has $23,000 in a sinking fund & Co. will contribute.
good project √

PROPOSED

Surfacing: A.C. X Oil — Other —
Pave. width: 44 feet, Shoulder width — feet, C-C width: 44 feet
BASE DESIGN: A.C. 3½ inches, Leveling 2 inches, Base 15 inches
Lime T.S.G. — inches, Blanket — inches, P.M.B.B. — inches
Length: 0.26 mile, 1370 feet. Type curb: "C"
Remarks: Slope easements will be needed
4' Conc. sidewalk on North side.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1,500.00
Clearing & grubbing	all	all	L.S.	1,500.00
General excavation	c.y.	9,300	1.25	11,625.00
Finishing roadbed & slopes ($1,500)	mile	0.26	1,500.00	390.00
Trench excavation	c.y.	60	4.00	240.00
Watering	M-gal.	135	3.00	405.00
Level material (3/4-0)	c.y.	575	3.50	2,012.50
Base material	c.y.	4,300	3.25	13,975.00
Asphalt	ton	1,500	10.50	15,750.00
Binder	all	all	L.S.	1,150.00
Concrete inlets	each	7	160.00	1,120.00
Culvert pipe 12"	lin. ft.	265	4.50	1,192.50
Concrete curbs	c.y.	85	50.00	4,250.00
Adj. M.H.'s	Each	5	5.50	500.00
Conc. walks	Sq. yd.	690	100.00	3,795.00

*Items include 10% allowance

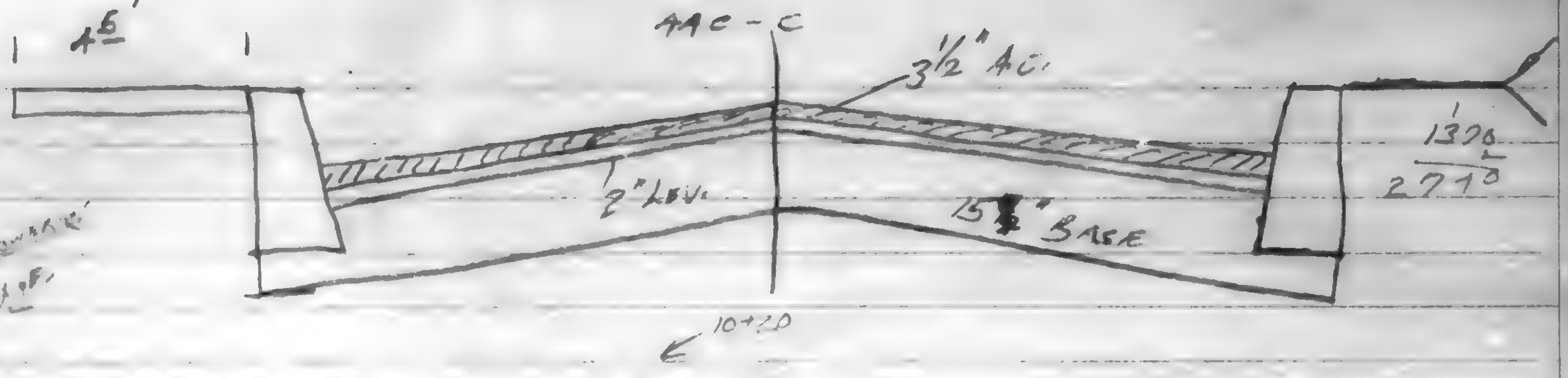
Total	$ 59 405.00
Perm. signing ($100/intersection)	250.00
Flagging	150.00
Total	$ 59 805.00
Engineering & contingencies (20%)	11,961.00
Total	$ 71,766.00
City's estimated share of survey	1,629.11
TOTAL ESTIMATED COST	$ 73,395.11

$75,000

$288,000/mile
[$282,000]/mile

Mrytle Creek
Division St.
7-23-68

7"
3.5
2.
15
22.5"
OR 2.2'
+ .6 Ø AVRA-LOWARR'
2.9 0 AVERAGE.



GEN EXC. = $\frac{2.9 \times 46.0 \times 1450 \times 1.3}{27}$ = 9,300 C.Y.

TR. EXC. = $\frac{2.5 \times 2.5 \times 265}{27}$ = 60 C.Y.

WATER = .0275 × (4,875) = 135 M-GAL

LEV. = $\frac{.17 \times 44 \times 1450 \times 1.43}{27}$ = 575 C.Y.

BASE = $\frac{1.25 \times 44.8 \times 1450 \times 1.43}{27}$ = 4,300 C.Y.

A.C. = 103 × 14.5 = 1500 TON

BINDER = $4,400 × .26 = $1,150

CURBS = .031 × 2740' = 85 C.Y.

CONC. WALK = $\frac{4.5 \times 1250 \text{ Ft}}{9}$ = 690 SQ. YDS.

Est. SURVEY = $2,500

$\frac{46,966}{72,766}$ × $2,500 = $1,629.11

SCA

NOTED
H. S. COX

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JUL 1 - 1968
ENGINEER
COUNTY & CITY DIVISION

PROJECT DATA, CITY OF MYRTLE CREEK Date 20 JUNE 1968

To be financed by Special City Allotment Fund and necessary city funds.

Street name DIVISION STREET
(Locate project on attached map.)

Project length 2600 LIN.FT. (0.5 MILES)

DESIRED STREET SECTION:

Standard roadway; width of travel way: 44 feet, width of shoulders: NONE feet

Curbed section; width curb to curb: 44 feet

Remarks THIS STREET IS THE MAIN THOROUGH FARE INTO THE CITY FROM TWO SEPARATE HEAVILY-TRAVELLED COUNTY ROADS (LOGGING TRUCKS)

Surface now in place: Oil x Paving ____ Gravel ____

Present surface width: 24 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: 60 FT.

Are intersecting streets curbed? Yes ____ No x

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No x

Width between present curbs: - feet

City to construct curbs? Yes ____ No x

To be constructed as part of project? Yes x No ____

Length of desired radius on curb returns: 10 feet

Does city desire special type of curbs? Yes ____ No x

NOTED
P. B. Arensmeier

Explain: ____

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No x (SOME INDIVIDUAL SHORT RUNS)

Present sidewalks, Length: 1000 feet; Width: 4 feet

Distance between present sidewalks: - feet

Are sidewalks to be constructed as part of project? Yes x No___

Width of sidewalks to be constructed: 4 feet

Are sidewalks to be constructed only on one side of street? Yes X No___

Are sidewalks to be constructed on both sides of street? Yes___ No x

Give: Length to be constructed and On which side of street

1600 feet N. x S.___ E.___ W.___

___feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No x

Is utility strip required? Yes x No___; Width: 4 feet

Remarks IT SEEMS IMPERATIVE THAT SIDEWALKS BE CONSTRUCTED ON THE SIDE OF THE STREET ON WHICH THE SCHOOLS (2) ARE LOCATED.

STORM SEWERS -

Now in place? Yes x No___

If yes, are they adequate for increased flow? Yes x No___

Indicate depth of main lines from present surface: 7 feet

To be constructed by City? Yes___ No -

To be constructed as part of project? Yes___ No x

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes x No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: 5 feet

Remarks___

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? 3 feet

Remarks ___

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes x No ___

Asphaltic concrete? Yes x No ___

Portland cement? Yes ___ No x

How many? 19

Must driveways be Portland cement to comply with city code? Yes ___ No x

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No x (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ___

Electric poles? Yes x No ___

Which company? PACIFIC POWER & LIGHT CO. AND CALIFORNIA-PACIFIC UTILITIES
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes x No ___

Which company? CALIFORNAI-PACIFIC UTILITIES CO.

Railroad tracks? Yes ___ No x

Which company? -

Is crossing presently protected by automatic railroad signals?

Yes ___ No -

Remarks ___

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x

Base rock? Yes ___ No x

Concrete curbs? Yes x No ___

Driveways? Yes ___ No x

Remarks THE CITY HAS ACCUMULATED FUNDS TOWARD THIS PROJECT AND EACH YEAR CONTINUES TO BUDGET (SINKING FUND) SAME

73

GENERAL INFORMATION:

Are city finances available? Yes x No ___

When available? Date SINKING FUND ALREADY IN EFFECT (PRESENTLY)

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: TO BE DETERMINED IN THE FIELD

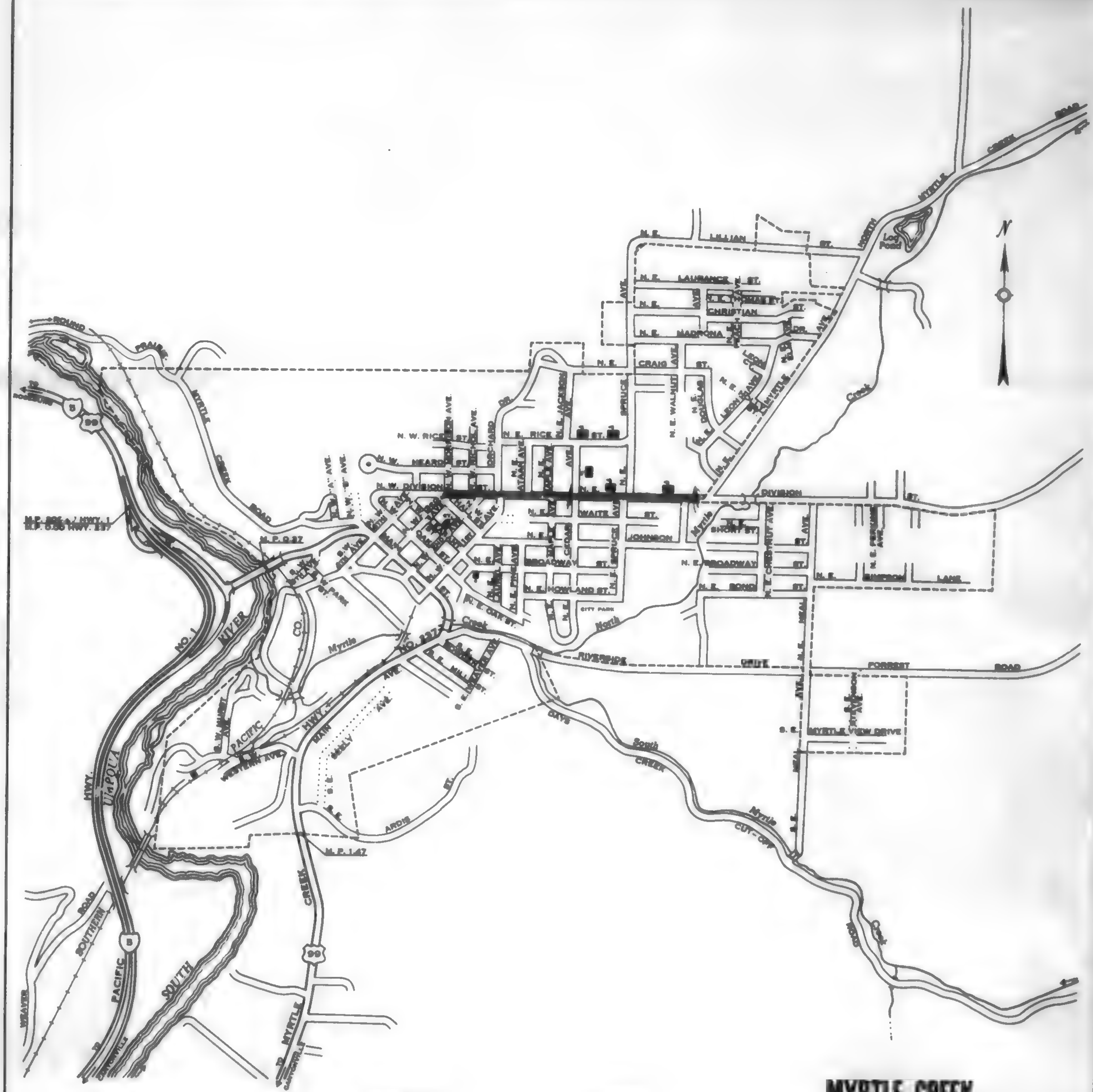
General remarks: THIS PROJECT IS OF MOST IMPORTANCE TO THE CITY, BEING THE MAIN THOROUGHFARE FROM TWO COUNTY ROADS ENTERING THE CITY: POPULATION AND LOGGING TRUCKING BOTH CONTRIBUTE TO THE WEAR OF THE EXISTING ROAD. DOUGLAS COUNTY HAS EXPRESSED THE DESIRE TO CHECK THE FEASIBILITY OF THIS PROJECT BEING A JOINT VENTURE WITH POSSIBLE FUNDS FROM THE COUNTY.

By ______________________
Mayor

By Frank P. Danner
City Recorder or City Manager

By ______________________
City Engineer

NOTED
RICHARD UNREIN



SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R R Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits

MYRTLE CREEK

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,882

Scale in Feet

November 1963

NOTED
RICHARD UNREIN

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of MYRTLE CREEK is an incorporated city of the State of Oregon and has a population of 2800 as given by the latest official census; and

WHEREAS, the following streets of said city,

DIVISION STREET

RECEIVED
APR 10 1968
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

NOTED
RICHARD UNREIN

(cc-50, 1959 Rev.)

4. That the City of MYRTLE CREEK does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate FRANK P. DANNER as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 12TH day of MARCH, 1968.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

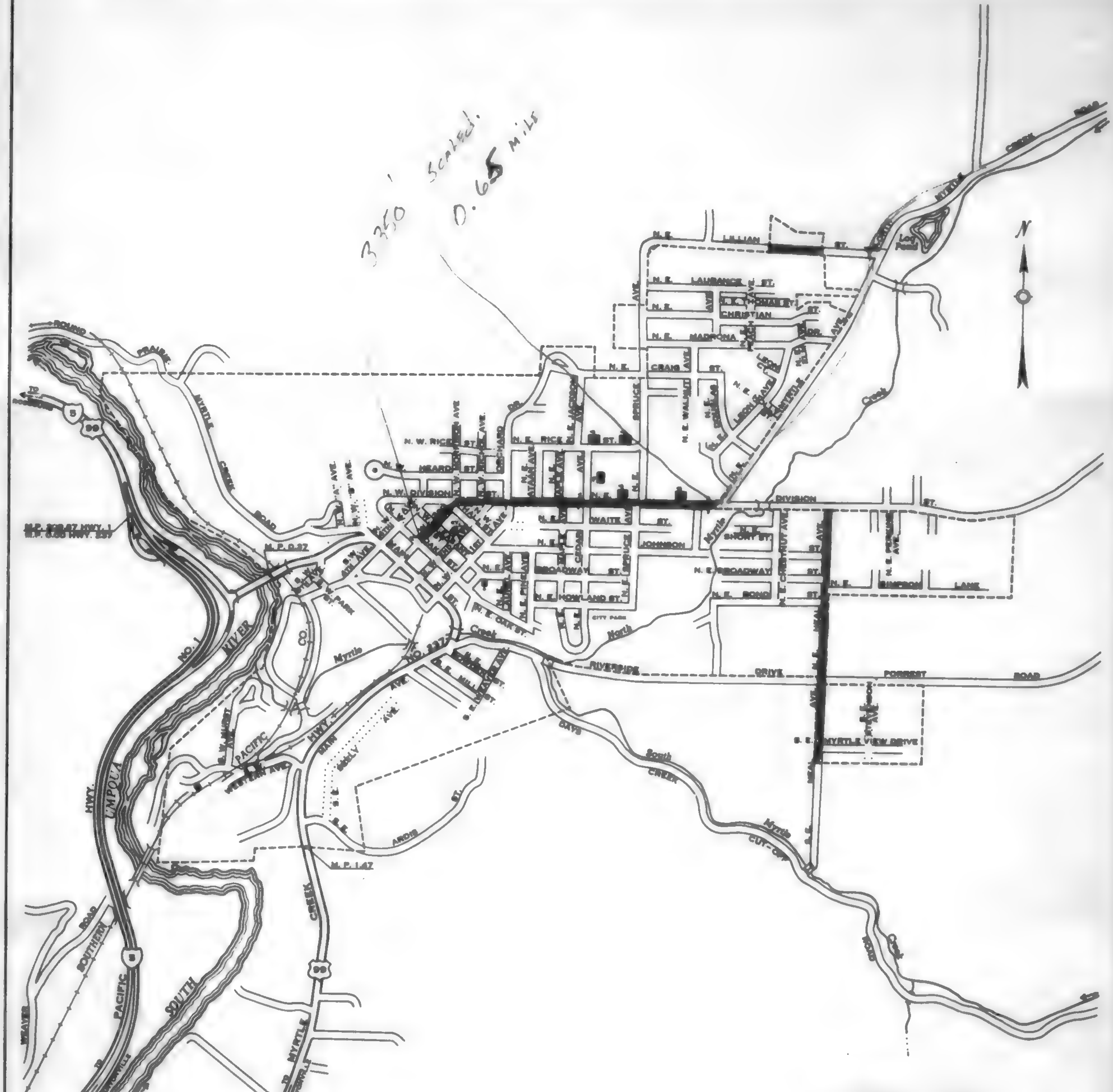
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of MYRTLE CREEK at a regular or special meeting of said Council, held on the 12TH day of MARCH, 1968, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9TH day of APRIL, 1968.

Frank P. Danner
City Recorder
FRANK P. DANNER

NOTED
RICHARD UNREIN

3350' scaled. 0.65 mile



SIGNED ROUTES
INTERSTATE
U.S.
ORE.

LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits

MYRTLE CREEK

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,[illegible]

Scale in Feet

November 1963

— Co. Rds within city

FILED
RICHARD UNREIN

RESOLUTION NO. ________

WHEREAS, THE STATE OF OREGON, acting by and through its State Highway Commission, has caused to be prepared and submitted to the CITY OF MYRTLE CREEK an agreement providing for the improvement of N.W. Third Avenue from N.W. Oak Street to Division Street, and Division Street from N.W. Third Avenue to N.E. Myrtle Avenue within the said City, by the terms of which agreement the State is to pay the costs not to exceed $25,000 and the City is to pay all costs in excess of $25,000 as its share of the total cost of such improvement; and

WHEREAS, said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Myrtle Creek that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing resolution was duly adopted by the Council of the City of Myrtle Creek on the ________ day of ____________, 19__.

Jasper N. Miller
Mayor

ATTEST:

Frank P. Danner
Recorder

11-8309 Condon Rock Production Project 1970
on the John Day & Wasco-Heppner
#7357 Highways.

RECEIVED
FEB 2 - 1971
FOR FILING
11-8309
7397

February 2, 1971

General Insurance Co. of America
920 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On January 27, 1971, we wrote to you concerning release of final payment on Contract No. 7397 awarded to Vernie Jarl for the Condon Rock Production Project on the John Day and Wasco-Heppner Highways in Gilliam County.

Final payment on this contract is $2,070 and the total contract amount is $40,432.53. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

Frank Morgan
Ivan Merchant
V. E. Hoeg
Attn: John Kerr
H. S. Coulter

RECEIVED
JAN 27 1971

11-8309
7357

January 26, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 26, 1970 on Contract No. 7357. The contract was with Vernie Jarl and was for rock production on the Condon Section of the John Day and Wasco-Heppner Highways in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 26, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

11-8309
7357

FORM E-1 (REV. 10-69)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Condon
WEEK ENDING: December 12, 1970
SECTION PREFIX: 11-8309
HIGHWAY: John Day & Wasco-Heppner
COUNTY: Gilliam
NAME OF JOB: Condon Rock Production
KIND OF WORK: Rock Production
CONTRACTOR: Vernie Jarl
CONTRACT NUMBER: 7357
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 1, 1970
DATE WORK STARTED: September 1, 1970
ESTIMATED COMPLETION DATE: October 26, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS: -
SPECIFIED CALENDAR DAYS: -
WORK DAYS USED: -
CALENDAR DAYS USED: -
SPECIFIED COMPLETION DATE: September 30, 1970
PERCENT OF TIME ELAPSED: 116
PROJECT AUTHORIZATION: $ 47,792.30
EXCLUSIVE OF ENGINEERING: $ 43,618.30
ENGINEERING AUTHORIZATION: $ 4,174.00
This week 146.40
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 40,566.88
ENGINEERING COST TO DATE: $ 3,697.97
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
DATE PROJECT WAS COMPLETED: October 26, 1970
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %
PERCENT OF AUTHORIZATION: 88.6 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			9,000 c.y.		
TOTAL QUANTITIES CORRECTED TO DATE			9,072 c.y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,072 c.y.		
AVERAGE DAILY QUANTITIES			0 c.y.		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project completed		0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	-	0	
MONDAY	Cloudy	-	0	
TUESDAY	Cloudy	-	0	
WEDNESDAY	Cloudy	-	0	
THURSDAY	Cloudy	-	0	
FRIDAY	Ptly. Cloudy	-	0	
SATURDAY		-	0	

RECEIVED
DEC 11 1970
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

Work performed in office this week checking notes and compiling data for Semi-final estimate.

Semi-final estimate submitted to Region Office Thursday of this week.

FINAL REPORT

SIGNED W. Reid Merritt LOCATION The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 19 1970

FOR FILING

11-8309
7357

May 18, 1970

Mr. Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

Dear Mr. Jarl:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 7357 for rock production on the Condon Section of the John Day and Wasco-Heppner Highways in Gilliam County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: General Insurance Company of America
F. D. Morgan
D. J. Barbee
I. D. Merchant
N. S. Coulter
J. S. Sawyer

RECEIVED
MAY 4 - 1970

FOR FILING

11- 8309
7357

May 4, 1970

Mr. Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

Dear Mr. Jarl:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7357 in the amount of $41,400 on the Condon Rock Production Project on the John Day and Wasco-Heppner Highways in Gilliam County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
bc Frank Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
J. S. Sawyer
Wm. Geibel (SIAF)

15-8328 Siskiyou Summit Rock Prod. Proj.1970
on the Pacific Hwy., S. of
#7358 Ashland.

RECEIVED
JUN 28 1970
FOR FILING

15-8328
7358

June 23, 1970

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7358 awarded to M. C. Lininger & Sons for rock production on the Siskiyou Summit Section of the Pacific Highway in Jackson County was completed on June 1, 1970, and accepted by the Highway Commission on June 22, 1970.

Final payment in the amount of $46,382.38 will be released to the contractor after June 30, 1970. The total contract amount is $46,382.38 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
Carroll T. Keasey

Date: 6/16/70

Floyd Query
Commission Secretary

A voucher has been prepared to pay
to
Contract No. 7358, Est. No. 1 Final, Date: 6/1/70, Amt. $46,382.38
Contractor M.C. Lininger & Sons, Inc

Totals to date: Paid to contractor $ 46,382.38
Amount of force account $ —
Amount of retained percentage $

Claims Section
Accounting Division

10/64

RECEIVED
JUN 23 1970
FOR FILING

15-8328
7358

June 22, 1970

OREGON STATE HIGHWAY COMMISSION

Gentlemen:

Work was completed June 1, 1970 on Contract No. 7358. The contract was with M. C. Lininger & Sons, Inc., and was for rock production on the Siskiyou Summit Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 22, 1970, and that you concur in this procedure at the Commission meeting on July 7.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
I. D. Merchant
F. D. Morgan
L. H. Young
Carroll Keasey

SRB/MC

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1970

SUBJECT: Acceptance of Contract

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission.

Contract No. 7358 with M. C. Lininger & Sons, Inc. for rock production on the Siskiyou Summit Section of the Pacific Highway in Jackson County, completed June 1, 1970.

for F. D. Morgan
Construction Engineer

VG:fw

cc Floyd Query
I. D. Merchant

RECEIVED
JUN 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 1970
FOR FILING

15-8328
7358

Salem, Oregon
June 15, 1970

Acceptance of Contract

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission.

Contract No. 7358 with M. U. Lininger & Sons, Inc. for rock production on the Siskiyou Summit Section of the Pacific Highway in Jackson County, completed June 1, 1970.

for F. D. Morgan
Construction Engineer

VG:fw

cc Floyd Query
I. D. Merchant

15-8328
7358

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Siskiyou Summit		WEEK ENDING: June 6, 1970
		SECTION PREFIX: 15-8328-900
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: Siskiyou Summit	KIND OF WORK: Rock Production	
CONTRACTOR: M. C. Lininger and Sons, Inc.	CONTRACT NUMBER: 7358	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 1, 1970	DATE WORK STARTED: April 28, 1970	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 3 SUPERVISION: 1	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 50,753.50	SPECIFIED COMPLETION DATE: July 15, 1970	PERCENT OF TIME ELAPSED: [redacted] 49
EXCLUSIVE OF ENGINEERING: $ 46,293.50	ENGINEERING AUTHORIZATION $ 4,430.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,392.01	ENGINEERING COST TO DATE $ 3,123.96	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN 0.2 %	PERCENT OF AUTHORIZATION 70.5 %	DATE PROJECT WAS COMPLETED: May 29, 1970

Semi-final estimate was submitted June 4, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,495.93		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK:

1 D-4 Dozer 1 977 Cat. Loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Thunder Storm P.M. Fair A.M.			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing
Morgan
Decker
Bond
Walker
Soutine
Johnson
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUN 8 1970
CONSTRUCTION DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Final shaping of the stockpiles was completed.
TUESDAY	No work.
WEDNESDAY	No work.
THURSDAY	No work.
FRIDAY	No work.
SATURDAY	

REMARKS

Division Engineer was over project on Wednesday

Semi-final estimate submitted on Thursday. This will be the final weekly report.

B E Brown

SIGNED B. E. Brown Res. Engr. LOCATION Medford, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 8 - 1970

15-8328
7358

Salem, Oregon
June 5, 1970

Contract 7358
Prefix 15-8328

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer
BUILDING

All work under Contract No. 7358, Siskiyou Summit Section of the Pacific Highway in Jackson County, was completed June 1, 1970.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Vince Gallagher
Contract Payments Engineer

Construction Division
Bridge Division

Office Endorsement

Date __________________

Conditions noted on above date:

Construction Engineer
Bridge Engineer

VG:fw

cc: Roy Alvick
John Jenkins
H. S. Cox

15-8328
7358

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Siskiyou Summit

WEEK ENDING: May 30, 1970

SECTION PREFIX: 15-8328

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: Siskiyou Summit

KIND OF WORK: Rock Production

CONTRACTOR: M. C. Lininger & Sons, Inc.

CONTRACT NUMBER: 7358

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: April 28, 1970

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: July 15, 1970

PERCENT OF TIME ELAPSED: 39

PROJECT AUTHORIZATION: $ 50,753.50

EXCLUSIVE OF ENGINEERING: $ 46,293.50

ENGINEERING AUTHORIZATION: $ 4,430.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,293.50

ENGINEERING COST TO DATE: $ 3,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 68 %

DATE PROJECT WAS COMPLETED: May 29, 1970

Semi-final estimate will be submitted about June 12, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,000		
AVERAGE DAILY QUANTITIES			1,000		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			10		

EQUIPMENT USED DURING THE WEEK:

1 D-4 Dozer	1 1 C.Y. Loader	1 Crusher
1 D-8 Dozer	1 977 Cat. Loader	2 Dump Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing
Morgan
Decker
Walker
Johnson
Stein

RECEIVED
JUN 1 1970
CONSTRUCTION DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Plant operated 8 hours producing: 350 C.Y. ¼"-0" aggregate 160 C.Y. ½"-¼" aggregate
TUESDAY	Plant operated 7¼ hours producing: 480 C.Y. ¼"-0" aggregate 195 C.Y. ½"-¼" aggregate
WEDNESDAY	Plant operated 8 hours producing: 700 C.Y. ¼"-0" aggregate 300 C.Y. ½"-¼" aggregate
THURSDAY	Plant operated 5 hours producing: 200 C.Y. ¼"-0" aggregate 150 C.Y. ½"-¼" aggregate
FRIDAY	Shaping of stockpiles was completed.
SATURDAY	

REMARKS

Aggregate production was completed Thursday. The shaping of the stockpiles was completed Friday.

The semi-final estimate will be submitted about June 12, 1970.

BEBrown

SIGNED B. E. Brown Res. Engr. LOCATION Medford, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

15-8328
7358

FORM 5-1 REV 12-61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Siskiyou Summit

WEEK ENDING: May 23, 1970

SECTION PREFIX: 15-8328

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: Siskiyou Summit

KIND OF WORK: Rock Production

CONTRACTOR: M. C. Lininger & Sons, Inc.

CONTRACT NUMBER: 7358

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: April 28, 1970

ESTIMATED COMPLETION DATE: May 29, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: July 15, 1970

PERCENT OF TIME ELAPSED: 30

PROJECT AUTHORIZATION: $ 50,753.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 60

EXCLUSIVE OF ENGINEERING: $ 46,293.50

ENGINEERING AUTHORIZATION: $ 4,430.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,293.50

ENGINEERING COST TO DATE: $ 1,885.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 60

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 43 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					60		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			6,000		
AVERAGE DAILY QUANTITIES			665		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			75		
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			10		

EQUIPMENT USED DURING THE WEEK:

1 D-8 Dozer 1 Loader 2 Trucks
1 D-4 Dozer 1 Crusher

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

RECEIVED
[illegible] 2[illegible] 1970
[illegible] Division

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Plant operated 9½ hours producing: 570 C.Y. ¼"-0" aggregate 280 C.Y. ½"-¼" aggregate
TUESDAY	Plant operated 6½ hours producing: 390 C.Y. ¼"-0" aggregate 160 C.Y. ½"-¼" aggregate
WEDNESDAY	Plant operated 10 hours producing: 600 C.Y. ¼"-0" aggregate 250 C.Y. ½"-¼" aggregate
THURSDAY	Plant operated 9½ hours producing: 750 C.Y. ¼"-0" aggregate 210 C.Y. ½"-¼2 aggregate
FRIDAY	Plant operated 9½ hours producing: 750 C.Y. ¼"-0" aggregate 210 C.Y. ½"-¼" aggregate
SATURDAY	

REMARKS

Contractor continues to produce ½"-¼" and ¼"-0" material.

Contract is now approximately 60% complete.

C.T. Keasey went over job on ~~Friday~~. Tuesday.

B E Brown

SIGNED B. E. Brown Res. Engr. LOCATION Medford, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

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MAY 19 1970

FOR FILING
15-8328

7358

May 18, 1970

M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7358 for rock production on the Siskiyou Summit Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
B. E. Brown

15-8328
7358

C

FORM 5-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Siskiyou Summit
WEEK ENDING: May 16, 1970
SECTION PREFIX: 15-8328
HIGHWAY: Pacific
COUNTY: Jackson
NAME OF JOB: Siskiyou Summit
KIND OF WORK: Rock Production
CONTRACTOR: M. C. Lininger & Sons, Inc.
CONTRACT NUMBER: 7358
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 1, 1970
DATE WORK STARTED: April 28, 1970
ESTIMATED COMPLETION DATE: May 29, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: July 15, 1970
PERCENT OF TIME ELAPSED: 21
PROJECT AUTHORIZATION: $ 50,753.50
EXCLUSIVE OF ENGINEERING: $ 46,293.50
ENGINEERING AUTHORIZATION: $ 4,430.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 27
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,293.50
ENGINEERING COST TO DATE: $ 1,320.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 27
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 30 %
DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			2,675		
AVERAGE DAILY QUANTITIES			600		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			122		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 D-8 Dozer 1 Crusher
1 D-4 Dozer 2 Dump trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy & Showers			
MONDAY	Cloudy & Showers			
TUESDAY	Cloudy			
WEDNESDAY	Partly Cloudy			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing
MJ
E
Johnson
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[illegible] 1970
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Plant operated 7 hours producing: 600 C.Y. 1½"-0" aggregate
TUESDAY	Plant operated 4 hours producing: 400 C. Y. 1½"-0" aggregate
WEDNESDAY	Plant operated 6½ hours producing: 130 C. Y. ½"-¼" aggregate 325 C. Y. ¼"-0" aggregate 50 C. Y. Reject
THURSDAY	Plant operated 8½ hours producing : 425 C. Y. ¼"-0" aggregate 170 C. Y. ½"-¼" aggregate
FRIDAY	Plant operated 10 hours producing: 425 C. Y. ¼"-0" aggregate 200 C. Y. ½"-¼" aggregate
SATURDAY	

REMARKS

Contractor completed 1½"-0" material in the middle of the week. He is now working on the ½"-¼" and ¼"-0" material. Crew is also working a 10 hour shift as they want to complete the job prior to June 1.

SIGNED B E Brown LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

15-8328
7358

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Siskiyou Summit		WEEK ENDING: May 9, 1970
		SECTION PREFIX: 15-8328
	HIGHWAY: Pacific	COUNTY: Jackson
NAME OF JOB: Siskiyou Summit	KIND OF WORK: Rock Production	
CONTRACTOR: M. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 7358	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 1, 1970	DATE WORK STARTED: April 28, 1970	ESTIMATED COMPLETION DATE: July 15, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 50,753.50	SPECIFIED COMPLETION DATE: July 15, 1970	PERCENT OF TIME ELAPSED: 12
EXCLUSIVE OF ENGINEERING: $ 46,293.50	ENGINEERING AUTHORIZATION: $ 4430.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $	ENGINEERING COST TO DATE: $ 100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION: 2 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			152		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Partly cloudy			
FRIDAY	Showers			
SATURDAY	Cloudy			

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MAY 11 1970
CONSTRUCTION
DIVISION

Johnsen

~~BEN GIFFORD~~

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor setting up plant
TUESDAY	Contractor setting up plant
WEDNESDAY	Contractor setting up plant
THURSDAY	Contractor setting up plant
FRIDAY	Crusher began producing 1½"-0" rock. No rock in specs. yet.
SATURDAY	

REMARKS

Crusher was set up this week, and started producing 1½"-0" material on Friday.

By: Earl C. Purdy

SIGNED B. E. Brown Res. Engr. LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

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15-8328
7358

File C

HANSEN & ROWLAND INC.
INSURANCE BROKERS AND CONSULTANTS
SURETY BONDS - GENERAL INSURANCE
PUGET SOUND BANK BUILDING – PHONE MARKET 7-1161
TACOMA, WASHINGTON 98401

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

"Since 1890"

May 8, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary
Oregon State Highway Commission

Re: Oregon State Highway Contract No. 7358
Rock Production, Siskiyou Summit Section
M. C. Lininger & Sons, Inc., Prime Contractor

Oregon State Highway Contract No. 7378
Rock Production, Union Creek Section
M. C. Lininger & Sons, Inc., Prime Contractor

Gentlemen:

Attached herewith are two copies each of the above captioned contract documents which have been completed by the contractor and the surety.

Very truly yours,

HANSEN & ROWLAND, INC.

Jean DeRevere

Jean DeRevere
Surety Bond Department

Carol,
Do we have any auth
for Mellen to sign alone?
HG

jd
Enclosures

yes

cc: M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

NOTED
FLOYD QUERY

RECEIVED
MAY 11 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 7 - 1970
FOR FILING
15-8328

7358

May 6, 1970

M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

Enclosed are three copies of Contract No. 7358 for $44,200 awarded to you by the State Highway Commission on May 1, 1970. This contract is for rock production on the Siskiyou Summit Section of the Pacific Highway in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 15, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
    D. J. Barbee
    I. D. Merchant
    C. T. Keasey
    B. E. Brown

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MAY 4 1970
FOR FILING

15-8328

7358

May 4, 1970

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7358 in the amount of $44,200 for the Siskiyou Summit Rock Production Project on the Pacific Highway in Jackson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
bc Frank Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
B. E. Brown
Wm. Geibel (SAIF)

DATE OF OPENING BIDS April 23, 1970
NO. OF BIDS RECEIVED 2

OREGON STATE HIGHWAY DEPARTME

ITEMIZED BIDS RECEIVED

SECTION Siskiyou Summit
HIGHWAY Pacific
COUNTY Jackson
TYPE OF WORK Rock Production

				M. C. Lininger & Sons, Inc. Medford		F.L. Somers Medford
NO.	ITEM	QUANTITY	UNIT	UNIT BID	AMOUNT	UNIT BID
1	1-1/2IN-0 MATERIAL IN STOCKPILE	1,000.000	CU YDS	4.42	4,420.00	4.65
2	1/2IN-1/4IN MATERIAL IN STOCKPILE	2,500.000	CU YDS	4.42	11,050.00	4.65
3	1/4IN-0 MATERIAL IN STOCKPILE	6,500.000	CU YDS	4.42	28,730.00	4.65
	TOTAL BID				44,200.00	46,500.00
					LOW BID	

4-23-70

15-3328
7358

F.A.P. NO. –
SHEET NO. 1 OF 1 SHEETS PAGE 11

EGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

M. C. Lininger & Sons, Inc. Medford		F.L. Somers Medford				
UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
4.42	4,420.00	4.65				
4.42	11,050.00	4.65				
4.42	28,730.00	4.65				
	44,200.00	46,500.00				
LOW BID						

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APR 9 - 1970
FORM 2-20 (12-67)
FOR FILING

15-8338

7358

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1970

SUBJECT: "Schedule of Minimum Hourly Wage Rates"
Siskiyou Summit Rock Production Project

To: Memo to Files

Attached are copies of correspondence relative to the wage rates applicable to the subject project.

C. G. Swenson
C. G. Swenson
Specifications Engineer

CGS:ak

cc: Mr. R. L. Porter

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 9, 1970

Mr. Henry P. Gerlach
Bureau of Labor
State Office Building
1400 S. W. Fourth Avenue
Portland, Oregon

Dear Mr. Gerlach:

Enclosed is a copy of a "Schedule of Minimum Hourly Wage Rates" which we will specify on state (non federal-aid) projects advertised for bid opening in March and April, 1970. This schedule is in conformance with our discussion with you and Mr. Nilsen in Mr. Nilsen's office on March 3, 1970, and verified by our telephone conversation with you on March 6, 1970.

Please accept our sincere thanks to you and Mr. Nilsen for your cooperation in this matter.

Very truly yours,

D. J. Barbee
Design Engineer

By:

C. G. Swenson
C. G. Swenson
Specifications Engineer

CGS:ak
Enclosure
cc: Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Frank McKinney

SCHEDULE OF MINIMUM HOURLY WAGE RATES

The minimum hourly wage rates applicable to the work to be done under this contract as called for in subsection 107.04 of the standard specifications and as prescribed under the provisions of ORS 279.348 through 279.356 and laws amendatory thereof are as hereinafter set forth.

The contractor's or subcontractor's attention is directed to Chapter 369, Oregon Laws 1969, which has made certain amendments to the above-listed statutes. One of these amendments has changed the definition of the term "prevailing rate of wage" to mean the rate of hourly wage and overtime including fringe benefits as determined by the Commissioner of the Bureau of Labor in cooperation with the Secretary of Labor of the United States.

A contractor or subcontractor performing work under this contract may discharge his obligations for the payment of the basic hourly rates and the fringe benefits, where both are contained in this schedule of minimum hourly wage rates and which are applicable to his workmen, in the following ways:

(1) By paying not less than the basic hourly rate to the workmen and by making the contributions for the fringe benefits.

(2) By paying in cash directly to the workmen the basic hourly rate and by making an additional cash payment to the workmen equal to and in lieu of the required fringe benefits contributions.

(3) The contractor or subcontractor may discharge his minimum wage obligations for the payment of basic hourly rates and fringe benefits by a combination of the methods described in (1) and (2) above.

Bureau of Labor
Public Contracts Wage Administrator
1400 S.W. Fifth
State Office Building
Portland, Oregon

Prevailing Journeyman Wage Rates in Oregon for Basic Building Trades

as determined by the Labor Commissioner
pursuant to ORS 279.348 to 279.356

The following prevailing journeyman wage rates apply to the basic construction trades -- Carpenters, Piledrivers, Cement Masons, Ironworkers, Laborers, Operating Engineers, and Teamsters; applicable to all counties in the State of Oregon for the effective period indicated.

BUILDING AND CONSTRUCTION TRADES

Effective 5-1-69 to 5-1-70

CARPENTERS $5.58

Group I
Carpenters (journeymen), including but not
limited to Acoustical & Drywall applicators
Automatic Nailing Machine Operators (all types)
Form strippers (in accordance with Int. Agree.)
Manhold Builders (Concrete Form Construction.)
Riggers, Burners, and Welders.
Saw Filers, Instrument Men and Fiberglass Specialists $5.705

Group II
Caulkers (Boat construction)
Floor Layers, Finishers
(The laying of all hardwood flooring, nailed & mastic set, parquet and wood-type tiles, and block floors, the sanding and finishing of floors, the preparation of old and new floors where the materials mentioned above are to be installed.)
Insulators (Fiber glass and similar irritating materials)
Working on Charred Material (Building construction only)
Working on Swinging, Hanging Non-rigid Scaffolding, Bos'n Chairs, or suspended from a rope or cable or from a safety belt.
(Men working on scaffolding attached to form panels or forms which are hanging or swinging are entitled to premium pay so long as the forms are hanging; after such panels are firmly attached to make them rigid, premium pay is no longer applicable)

Stationary Power Saw Operators
Foremen $6.08

Apprentice Rates

1st 6 month period	65%	of Journeyman rate	5th 6 mo period	85%	of Journeyman rate
2nd " "	70%	"	6th " "	90%	"
3rd " "	75%	"	7th &		
4th " "	80%	"	8th " "	95%	"

Overtime - All work performed before and/or after any scheduled shift hours, and all work performed on Saturdays, Sundays and holidays shall be paid at double the straight time hourly rate.

CARPENTERS FRINGE BENEFITS

H & W	Pension	Vacation	Apprentice Fund	Industry Fund
$.25	.25	.20	.03	.01

Effective 5-1-69 to 5-1-70

PILEDRIVERS

Piledrivermen, Bridge, Dock & Wharf Builders	$5.68
Piledrivermen Riggers	"
Burnermen and Welders	"
Instrument Men	5.78
Boom Men	6.18
Foremen	

Overtime -All work performed before and/or after any scheduled shift hours, and all work performed on Saturdays, Sundays and holidays shall be paid at double the straight time hourly rate.

15¢ premium allowance working with creosote material.

PILEDRIVERS FRINGE BENEFITS

H & W	Pension	Vacation	Apprentice Fund	Industry Fund
$.25	.25	.20	.03	.01

Effective 5-1-69 to 5-1-70

MILLWRIGHTS

Millwrights and Machine Erectors	$5.83
(Journeyman Riggers, Burners and Welders) Instrument Men	5.83
Foreman	6.33

MILLWRIGHTS FRINGE BENEFITS

H & W	Pension	Vacation	Apprentice Fund	Industry Fund
$.25	.25	.20	.03	.01

CEMENT MASONS

Effective 8-1-69 to 8-1-70

Journeyman Cement Mason	$5.66
Journeyman Mastic Worker, Composition Worker, Gunite Man, Power Machinery Operator	$5.785

Overtime - Double time for overtime shall be paid for all overtime after ten (10) hours per day Monday through Friday and double time for all Saturday Work. Time & one-half if notified seven days in advance for Saturday work; double time for Sundays & holidays.

Foremen - 25¢ above Journeyman rate

CEMENT MASONS FRINGE BENEFITS

H & W	Pension	Apprenticeship & Training	Industry Fund
$.25	.20	.06	.01

IRON WORKERS

Effective 7-21-69 to 7-21-70

Structural Ironworkers	$6.33
Ornamental Ironworkers	"
Machinery Mover, Machinery Erector	"
Riggers	"
Signal Men	"
Welders and Burners	"
Fence Erectors	"
Sheeters	"
Reinforcing Ironworkers	"

Foreman - 3 men or less - not less than 30¢ p/hr over Journeyman rate.
4 men or more - not less than 55¢ p/hr over Journeyman rate.

Overtime - Double time.

Apprentice - 1st year 80% of Journeyman Ironworker rate
2nd year 90% of Journeyman Ironworker rate
3rd year 95% of Journeyman Ironworker rate

IRON WORKERS FRINGE BENEFITS

H & W	Pension	Apprenticeship
$.40	.25	.01

HOISTING AND PORTABLE ENGINEERS

Group I Effective 6-1-69 to 6-1-70

Brakeman and Deck Hand (if used) $5.36
Crusher Feeder Operator, Power (when required)
Oilers, all equipment
Oilers & Cable tenders on Mucking Machines
Pumpman, under 4"
Grade Checker
Conveyor Operator

Group II
"A" Frame Truck Operator, single drum 5.48
Blade Operator, pull type
Fireman, Dredge, Floating Derrick, Retort & Shovel
H.D. Mechanic Helper
Road Roller Operator, Grading, Base & Surfacing
NOTE: Compactors-Rollers (towed) - takes rate of power unit towing
Truck Crane Oiler-Driver
Drill Helper
Welding Machine Operator
Tar Pot Fireman (Power agitated)

Group III
Air Compressor Operator, portable or stationary under 1000 cu. ft. capacity 5.60
Burnerman or Drier-Fireman
Cement Hog Operator
Concrete Saw Operator - Self-propelled unit
Fork Lift or Lumber Stacker Operator on construction job site
Lumber Carrier, on construction job site
Bucket Elevator Loader Operator-Barber Greene & Sim. types
Pugmill Operator
Pumpman, 4" and over
Tamping Machine Operator, mechanical self-propelled
Wire Mat Machine Operator or Brooming Machine Operator on Concrete paving
Truck mounted Asphalt Spreaders
Hydraulic Pipe Press (sewer & water line)
Oiler on equipment spread

Group IV
Hydra Hammer or similar types 5.74
Compactor Operator, self-propelled
Concrete Mixer Operator, single drum, under 5 bag capacity and Group Pump
Locomotive Operator, under 40 tons
Screed Operator (asphalt or rock spreader)

Group V
Air Compressor Operator, stationary over 1000 cu. ft. capacity 5.78
Batch Plant Material Control Operator (Portland cement concrete multiple unit mixers)
Bell Boy (Cableway, Cranes & Hoists)

Group V (cont't)	Effective 6-1-69 to 6-1-70
Hoist Operator, single drum	$5.78
Chip Spreaker Operator, Flaherty and similar	
Tractor Operator, rubber tired or crawler type, 50 H.P. Flywheel and under	
Trenching Machine Operator, 7 ft. depth capacity and under -- mfgrs. rating	
Elevator Operator	
Group VI	
Asphalt Plant Operator-Engineer	5.84
Asphalt Paver Operator, Adnum, Yeager, Barber Greene or similar types	
Concrete Paving Finishing Machine Operator	
Concrete Paving Spreader Operator	
Overhead and Front End Loader Operator--rubber tired type under 2½ cu. yds.	
Rock Spreaders self-propelled--Koehring, Blaw Knox and similar types	
Group VII	5.92
Blade Operator, self-propelled (50 H.P. flywheel and under)	
Boom Truck Operator, single and double drums and "A" Frame Operator, double drum (includes Karry Crane)	
Cement Pump Operator, Fuller, Kenyon and similar	
Concrete Pump Operator	
Concrete Mixer Operator, single drum, 5 bag capacity and over	
Churn Drill and Earth Boring Machine Operator	
Elevating Grader Operator (tractor towed requiring operator on grader)	
Locomotive Operator, 40 tons and larger	
Pumpcrete Operator	
Road Roller Operator, finishing high type pavement	
Towermobile Operator	
Tractor with Scraper, 2 and 4 wheel (50 H.P. flywheel and under)	
Wheel or Crawler Type Hoe Operator, 3/8 cu. yd. and under and front end attachments, Ford, Ferguson, Deere and similar types	
Railroad Ballast Regulator Operator (self-propelled)	
Railroad Power Tamper Operator (self-propelled)	
Railroad Track Liner Operator (self-propelled)	
Railroad Power Tamper Jack Operator (self-propelled)	
Group VIII	
General Plant Operator (Diesel-Electric when required by employer)	6.00
Batch Plant and/or Wet Mix Operator (one and two drums)	
Kolman and Co-Cal Loaders	

	Effective 6-1-69 to 6-1-70
Group IX	
Bolt Threading Machine Operator	$6.08
Crushing Plant Operator	
H.D. Mechanic or Welder	
Overhead and Front End Loader Operator--rubber tired 2½ cu. yd. & under 4 cu. yds.	
Surface Heater and Planer Operator	
Tractor Operator, rubber tired or crawler type over 50 H.P. Flywheel	
Self-Propelled Compactor Operator (with dozer blade)	
Jack Operator, elevating barges	
Stationary Drag Scraper Operator	
Trenching Machine Operator over 7 ft. capacity--mfgrs. rating	
Percussion Drills--Quarry Master, Gardner Denver, Robbins, Drill Master, Job and similar types	
Bit Grinder	
Concrete Cooling Plant Operator	
Cleaning & Doping, Bending Wrapping & Boring Machine Operator	
Grizzly Operator	
Group X	6.12
Diamond Core, Cable and Rotary Drill Machine Operator, exploration and grout work	
Group XI	
Mixermobile Operator	6.16
Mucking Machine Operator	
Shovel, Dragline, Crane, Skopper, or Backhoe Operator (under 1 cu. yd.)	
Truck Cranes 25-ton capacity and under--mfgrs. rating	
Group XII	
Blade Operator--self-propelled (over 50 H.P.) Flywheel	6.20
Combination Batch Plant and Mixer Operator (multiple units or 3 mixers or more)	
Hoist Operator, two or more active drums	
Elevating Loader Operator, Athey and similar types	
Pile Driver Engineer	
Tractor Operator with Scraper (over 50 H.P.) Flywheel DW 20, DW 21, TS 24, 641 or similar types	
Blade Mounted Spreaders--Ulrich and similar types	
Tunnel Shield Operator	
Group XIII	
Cableway Operator (up to 25 tons)	6.30
Clamshell Dredge Operator	
Concrete Paving Road Mixer Operator (including dual drum)	

Group XIII (cont'd)	Effective 6-1-69 to 6-1-70
Crane Operator, Locomotive, Gantry, Hammerhead, Overhead Bridge and Tower Cranes (Pecco, Linden)	$6.30
Derrick Operator (live boom)	
Elevating Grader Operator (operated by tractor operator, similar to Sierra, Euclid & Dumor)	
Shovel, Dragline, Crane, Skooper, or Backhoe Operator (1 cu. yd. including 3 cu. yds)	
Truck Cranes--Over 25-ton capacity & including 50-ton capacity--mfgrs. rating.	
Back Filling Machine Operator	
Group XIV	
DD-9 Cat (Robot)	6.44
Tractor Operator with Rubber Tire or Crawler with Tandem Attachments	
Group XV	
Rock Hound, Wagner, Letourneau and Similar New line Overhead and Front End Loader Operator--rubber tired type (4 cu. yds. and including 7)	6.62
Group XVI	
Cableway Operator (25 tons and over)	6.78
Crane Operator, Whirley (Washington, American, Colby or similar types)	
Shovel, Dragline, Crane, Skooper, or Backhoe Operator (over 3 cu. yds.)	
Truck Crane--over 40-ton capacity--mfgrs. rating	
Concrete Slip Form Paving & Finishing Machine Operator	
Overhead & Front End Loader Operator--rubber tired type (over 7 yds.)	

Foreman - 35¢ per hour above highest paid classification under his supervision.

Overtime - All operating engineers working on Building Construction work shall receive double time (2) for all work in excess of eight (8) hours per day Monday through Friday and for all work performed on Saturdays, Sundays and Holidays, except that all operating engineers directly involved in concrete pouring shall receive time and one-half (1½) for all work in excess of eight (8) hours per day Monday through Friday and double time (2) for work performed on Saturdays, Sundays and Holidays.

HOISTING AND PORTABLE ENGINEERS FRINGE BENEFITS

H & W	Pension	Industry Fund
$.35	.35	.01

LABORERS - Heavy, Highway, Utility and Building Construction Work

Group I
Effective 6-1-69 to 6-1-70

Includes General Laborers and the following:
$4.50

Asphalt Plant Laborers
Asphalt Spreaders
Batch Weighmen
Broomers
Brush Burners and Cutters
Car and truck Loaders
Carpenter Tender
Change-House Man or Dry Shack Man
Choker Setters
Clean up Laborers
Concrete Laborers
Crusher Feeders
Culvert, Hand Labor
Curing, Concrete
Demolition, Wrecking, and Moving Laborers
Driller Helpers
Dumpers, Road oiling crew
Dumpmen (For Grading Crew)
Elevator Feeders
Fence Builder (Including Guard Rail, Median Rail, Reference Post, Guide Post, Right-of-way Marker)
Fine Graders
Flagmen, Traffic
Form Strippers (Not Swinging Stages)
Landscaping or Planting Laborers
Leverman on Aggregate Spreader (Flaharty and similar types)
Loading Spotters
Material Yard Man (including Electrical)
Powderman Helper
Pittsburgh Chipper Operator or similar types
Railroad Track Laborers
Ribbon Setters (including Steel Forms)
Rip Rap Man (Hand Placed)
Road Pump Tender
Sewer Labor
Signalman
Skipmen
Slopers
Spraymen
Stake Chaser-Stake Setter-Grade Checker
Stockpiler
Timber Faller and Bucker (Hand Labor)
Toolroom Man (At Job Site)
Tunnel Bull Gang (Above Ground)
Weigh Man-Crusher Aggregate (When Used)

Group II

Effective 6-1-69 to 6-1-70

$4.65

Applicator (Including Pot Tender for Same), applying protective material by hand or nozzle on utility lines or storage tanks on project
Burners
Choker Splicer
Clary Power Spreader and similar types
Clean-Up Nozzlemen-Greencutter (Concrete Rock, etc.)
Concrete Power Buggyman
Demolition and Wrecking Charred Materials
Gunite Nozzleman Tender
Gunite or Sand Blasting Pot Tender
Handlers or Mixers of all insulating Material of an irritating nature (including Cement and Lime)
Power Tool Operators, includes but not Limited to:
  Jackhammer;
  Chipping Guns;
  Paving Breakers;
  Vibrators (less than 4" in diameter)
  Post Hole Digger, Air, Gas or Electric;
  Vibrating Screed;
  Tampers
Ribbon Setter, Head
Rip Rap Man (Head, Hand Placed)
Sand Blasting (Wet)
Sewer Timberman
Timber Buckers and Fallers, Brush Cutters (Power Saw)
Tunnel-Muckers, Brakemen, Concrete Crew, Bull Gang (Underground)

Group III

Effective 6-1-69 to 6-1-70

$4.80

Asphalt Rakers
Bit Grinder
Drill Doctor
Drill Operators, Air Tracks, Cat Drills, Wagon Drills, Rubber-Mounted Drills, and other similar types
Concrete Saw Operator
Gunite Nozzleman
High Scalers, Strippers and Drillers (Cover Work in Swinging Stages, Chairs or Belts under extreme conditions unusual to normal drilling, blasting, barring-down, or sloping and stripping)
Powdermen
Power Saw Operators (Bucking and Falling merchantable logs)

LABORERS - Heavy, Highway, Utility and Building Construction Work (cont'd)

Group III (cont'd) Effective 6-1-69 to 6-1-70

$4.80

Pumpcrete Nozzleman
Sand Blasting (Dry)
Sewer Pipe Layers
Track Liners, Anchor Machines, Ballast
  Regulators, Multiple Tampers, Power Jacks
Tugger Operator
Tunnel--Chuck Tenders, Nippers, and Timbermen
Vibrators (4" and larger)
Water Blaster
Welder
Tunnel Miners
Tunnel Powdermen

Any Laborers working in live sewers shall receive $5.00 per day in addition to his regular pay.

Group IV Effective 6-1-69 to 6-1-70

$4.95

Tunnel Miners
Tunnel Powderman

LABORERS FRINGE BENEFITS

H & W	Pension	Training	Industry Fund
$.35	.35	.02	.01

TEAMSTERS - Building and Highway and Heavy Construction Work

Effective 6-1-69 to 6-1-70

A-Frame or Hydra-lift Truck w/load bearing surface	$5.23
Battery Rebuilder	5.18
Bus or Man-haul driver	5.18
Concrete Buggies (power operated	5.18
Drivers & helpers handling sacked cement add .15¢ per hour	
Dump truck, side, end and bottom dumps, incl. Semi-trucks & trains or combinations thereof: 6 cu. yrds & under	5.18
Over 6 cu. yrds & inc. 10 cu. yds.	5.28
Over 10 cu. yds & inc. 20 cu. yds.	5.48
Over 20 cu. yds & inc. 30 cu. yds.	5.58
Over 30 cu. yds & inc. 40 cu. yds.	5.68
Over 40 cu. yds & inc. 50 cu. yds.	5.78
Over 50 cu. yds & inc. 60 cu. yds.	5.95
Over 60 cu. yds & inc. 70 cu. yds.	6.05
Dumpsters or similar equipment - all sizes	5.38
Flaherty spreader driver or leverman	5.33
Lift Jitneys, Fork Lifts - all sizes - used in loading, unloading & transporting material on job site	5.18
Loader and/or leverman on concrete dry batch plant, manually operated	5.18
*Low Bed equipment, flat bed semi-trailer, truck & trailer or doubles transporting equipment or wet or dry materials	5.33
Lubrication man, fuel truck driver, tiremen, wash rack, steam cleaner combination	5.23
Lumber carrier driver-straddle carrier--used in loading, unloading & transporting of materials on job site	5.33
Oil distributor driver or leverman	5.33
Pilor car	5.18
Slurry truck driver or leverman	5.28
Solo flat bed & misc. body trucks 0-10 tons	5.18
Transit Mix & wet or dry mix trucks:	
5 cu. yds and under	5.28
Over 5 cu. yrds & inc. 7 cu. yds.	5.38
Over 7 cu. yds. & inc. 9 cu. yds.	5.48
Over 9 cu. yds. & inc.11 cu. yds.	5.58
Over 11 cu. yds & inc.13 cu. yds.	5.68
Team drivers	5.23
Tireman, full-time basis	5.28
Truck helper	5.18
Truck Mechanic-welder-body repairman	5.48
Truck Mechanic helper	5.18

TEAMSTERS - Building & Highway & Heavy Construction Work - (cont'd)

Two or four wheeled tractor with trailer such as turnorocker or similar type equipment top-loaded:	
9 cu. yds and under	$5.48
Over 9 cu. yds and inc. 20 cu. yds	5.58
Over 20 cu.yds and inc. 30 cu. yds	5.68
Over 30 cu.yds and inc. 40 cu. yds	5.78
Over 40 cu.yds and inc. 50 cu. yds	5.88
Over 50 cu.yds and inc. 60 cu. yds	5.98
Warehouseman (warehouse parts, tool men & parts chaser, checkers & receivers)	5.18
Water Wagons (rated capacity)	
Up to 1600 gallons	5.18
1600 to 3000 gallons	5.28
3000 to 5000 gallons	5.33
5000 to 7000 gallons	5.48
Over 7000 gallons	5.58
Winch Truck--Takes classification of truck on which winch is mounted.	

TEAMSTERS FRINGE BENEFITS

H & W	Pension	Industry Fund
$.30	.25	.01

18-8340 Chemult Rock Production Project 1970
on The Dalles-Calif. Hwy., S.
#7359 of Bend.

RECEIVED
AUG 18 1970
FOR FILING

18-8340

7359

August 10, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed July 3, 1970, on Contract No. 7359. The contract was with L. V. Anderson and was for rock production on the Chemult Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 10, 1970, and that you concur in this procedure at the Commission meeting on August 18, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Marchant
V. E. Skoog
L. H. Young
J. F. Putnam

ms fn

RECEIVED
AUG 11 1970
FOR FILING
12-8340
7359

August 10, 1970

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7359 awarded to L. V. Andersen for rock production on the Chemult Section of The Dalles-California Highway in Klamath County was completed on July 3, 1970, and accepted by the Highway Commission on August 10, 1970.

Final payment in the amount of $3,739.08 will be released to the contractor after August 17, 1970. The total contract amount is $33,431.58 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. V. Andersen
P. O. Box 737
Oakridge, Oregon 97463

Frank Morgan
Ivan Merchant
V. H. Skoog
Attn: John Herr
J. F. Putnam

18-8340
7359

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Chemult

WEEK ENDING: July 23, 1970

SECTION PREFIX: 18-8340

HIGHWAY: The Dalles-California

COUNTY: Klamath

NAME OF JOB: Chemult

KIND OF WORK: Rock Production

CONTRACTOR: L. V. Anderson

CONTRACT NUMBER: 7359

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: June 15, 1970

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: October 31, 1970

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $36,010.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $32,865.25

ENGINEERING AUTHORIZATION: $3,145.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $33,431.58

ENGINEERING COST TO DATE: $1,920.95

DATE PROJECT WAS COMPLETED: July 10, 1970

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 61.1 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			15,996 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			15,996 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY July 19	Fair Warm			
MONDAY 20	Fair Warm			
TUESDAY 21	Fair Warm			
WEDNESDAY 22	Fair Warm			
THURSDAY 23	Fair Warm			SEMI-FINAL SUBMITTED TO ~~DIVISION~~ REGION THIS DATE
FRIDAY				THIS IS THE FINAL WEEKLY REPORT
SATURDAY				BEN GIFFORD

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 27 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

July SUNDAY 19	No activity
MONDAY 20	No activity by contractor Preperation of semi-final
TUESDAY 21	No activity by contractor preperation of semi-final
WEDNESDAY 22	No activity by contractor Preperation of semi-final
THURSDAY 23	No activity by contractor SEMI-FINAL SUBMITTED TO REGION OFFICE THIS DATE
FRIDAY	
SATURDAY	

REMARKS

FINAL WEEKLY REPORT

SIGNED W W Robertson LOCATION Bend

W. W. Robertson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RE[illegible]
MAY 25 1970
F[illegible]

18 - 8340
7359

May 25, 1970

Mr. L. V. Andersen
P. O. Box 757
Oakridge, Oregon 97463

Dear Mr. Andersen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7359 for rock production on the Chemult Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cw

Enclosure

cc: United Pacific Insurance Co., Portland and Tacoma
F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
E. J. Dunn

RECEIVED
MAY 4 - 1970
FOR FILING

18-8340

7359

May 4, 1970

L. V. Anderson, General Contractor
P. O. Box 757
Oakridge, Oregon 97463

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7359 in the amount of $31,350 for the Chemult Rock Production Project on The Dalles-California Highway in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
E. J. Dunn
Wm. Geibel (SAIF)

18-8339 Odell butte Rock Production 1970
Project, on Willamette Highway,
#7360 E. of Eugene

RECEIVED
AUG 27 1970
FOR FILING

18-8339
7360

August 25, 1970

American Insurance Co.
921 S. W. Washington St.
Portland, Oregon 97205

Gentlemen:

Contract No. 7360 awarded to Valley Equipment Company for rock production on the Odell Butte Section of the Willamette Highway in Klamath County was completed on July 17, 1970, and accepted by the Highway Commission on August 24, 1970.

Final payment in the amount of $2,870.00 will be released to the contractor after September 1, 1970. The total contract amount is $59,292.65 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

kl

cc Valley Equipment Co.
2611 - 35th Avenue N. E.
Salem, Oregon 97303

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
AUG 25 1970

FOR FILING

18-8337
7360

August 24, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed July 17, 1970, on Contract No. 7360. The contract was with Valley Equipment Company and was for rock production on the Odell Butte Section of the Willamette Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 24 and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
Ivan Marchant
F. D.Morgan
L. H. Young
V. E. Skoog
J. F. Putnam

sr

18-8339
7360

FORM E-1 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: ODELL BUTTE	WEEK ENDING: August 8, 1970
		SECTION PREFIX: 18 - 8339
	HIGHWAY: Willamette	COUNTY: Klamath
NAME OF JOB: ODELL BUTTE	KIND OF WORK: Rock Production	
CONTRACTOR: Valley Equipment Co.	CONTRACT NUMBER: 7360	FEDERAL AID PROJECT NUMBER:
DATE OF CONTRACT: May 1, 1970	DATE WORK STARTED: May 19, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 65,837.50	SPECIFIED COMPLETION DATE: July 31, 1970	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 60,087.50	ENGINEERING AUTHORIZATION: $ 5,750.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,292.65	ENGINEERING COST TO DATE: $ 3,770.97	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: UNDERRUN 4.21 %	PERCENT OF AUTHORIZATION: 65.6 %	DATE PROJECT WAS COMPLETED: July 31, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			20,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			20,402.3 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			20,402.3 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Complete		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

Routing
Walter
Boehme
Johnson

RECEIVED
AUG 10 1970
CONSTRUCTION
DIVISION

NOTED
BEN GIFFORD
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Three men finished the semi-final estimate which was submitted to Roseburg on this date
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED H E Mayfill LOCATION 2141 E. 15th Ave.
Eugene, Oregon
97403

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 19 1970
FOR FILING

18 - 8339
7360

May 19, 1970

Valley Equipment Co.
2611 - 35th Avenue, N.E.
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7360 for rock production on the Odell Butte Section of the Willamette Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er

Enclosure

cc: The American Insurance Company
F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
Harley Mayfield

RECEIVED
MAY 4 - 1970
FOR FILING

18-8339

7360

May 4, 1970

Valley Equipment Company
2611 35th Avenue, N. E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7360 in the amount of $57,400 for the Odell Butte Rock Production Project on the Willamette Highway in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
Harley Mayfield
Wm. Geibel (SAIF)

21-3773 Agate Beach State Wayside Sec. 1970
on Oregon Coast Highway, N. of
#7361 Newport.

RECEIVED
SEP 2 - 1970
FOR FILING

21-3773
7361

September 2, 1970

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $690.00 will be made to E. A. White Company on Contract No. 7361 for grading in Agate Beach State Wayside on the Oregon Coast Highway in Lincoln County as soon as the warrant is prepared.

The total amount paid on this contract will be $27,523.12 including the post-final payment. Of the total, $1,529.62 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc E. A. White Company
P. O. Box 201
Siletz, Oregon 97380

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. D. Asburry

RECEIVED
SEP 1 - 1970

FOR FILING

21-3773
7361

September 1, 1970

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7361 awarded to E. A. White Company for grading in the Agate Beach State Wayside on the Oregon Coast Highway in Lincoln County was completed on June 23, 1970, and accepted by the Highway Commission on August 28, 1970.

Final payment in the amount of $7,008.62 will be released to the contractor after September 9, 1970. The total contract amount is $26,833.12 including $1,529.62 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc E. A. White Company
P. O. Box 201
Siletz, Oregon 97380

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asburry

SEP 1 - 1970

21-3773
7361

August 31, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed June 23, 1970 on Contract No. 7361. The contract was with E. A. White Company and was for grading on the Agate Beach Wayside Section on the Oregon Coast Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 28, 1970 and that you concur in this procedure at the Commission meeting on September 29, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

bc Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
R. D. Asburry

mc

RECEIVED
SEP 29 1970

FOR FILING

21-3773

7361

#6

August 25, 1970

E. A. White Co.
P. O. Box 201
Siletz, Oregon 97380

Gentlemen:

The State Highway Commission at its meeting on August 18 granted your request for a 23-day extension of time, without assessment of liquidated damages, on Contract No. 7361 for grading the Agate Beach State Wayside in Lincoln County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc F. D. Morgan
V. E. Skoog
R. D. Asburry
H. H. Patterson

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1970

SUBJECT: Agate Beach Park
Contract No. 7361
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

E. A. White Company requests a 23-day extension of the contract time on this project because of weather delays and overruns in equipment time. This was an hourly equipment rental project put together on an expedited basis to prepare a park and beach access site. The contract included a specified completion date of May 31, 1970.

The equipment hours set up in the contract did overrun significantly (this caused a 28 percent overrun in the contract money amount which is the subject of a separate request to the Commission for funding). I cannot recall an instance where we have been able to collect time liquidated damages on hourly rental work.

The project was completed June 23 with 23 days liquidated damages accrued at the rate of $30 per day for a total of $690. Because of the weather interruptions and the overrun in the hourly rental bid items, we recommend the 23-day extension which will delete all liquidated damages. This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
AUG 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 1[illegible] 1970
FOR FILING

21-3773
7361

August 11, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 6
August 18, 1970 meeting

Gentlemen:

E. A. White Company has requested a 23-day extension of the contract time on Agate Beach State Park on the Oregon Coast Highway in Lincoln County, Contract No. 7361. This was a site grading project with a specified completion date of May 31, 1970, which preceded a separate building contract which is currently under way. The contractor cites overruns in some of the equipment time and weather delays.

This project was on an hourly equipment rental basis whereby the State had direct charge of scheduling the work. Because it was necessary to change to a different material source from that originally planned, extra clearing was added and more difficult excavation and haul were encountered on the grading work. Adverse early spring weather also halted work several days.

The project was completed June 23, 1970, with 23 days liquidated damages accrued in the total amount of $690. I recommend approval of a 23-day extension of time which will delete all liquidated damages. This was a State project.

This matter will be on the agenda for your consideration at the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
R. D. Asburry

JAB:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7361 Contractor E. A. White Co.

Highway -----

Section Agate Beach State Wayside

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Plan changes, quantity overruns, weather and strikes justify the requested 23 calendar day extension to June 23, the actual date of completion.

Recommended for Approval:

Asst. Regional Engineer

for Construction Engineer ~~or Bridge Engineer~~

A E Johnson
State Highway Engineer

Contract No.	7361
Project designation (State-Federal)	State
Date awarded	May 1, 1970
Work started	May 4, 1970
Per cent completed (Date)	100% June 23, 1970
No. of Workdays Allowed	to May 31
No. of Workdays Used	to June 23
No. of Added Workdays Requested	23

B-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date ~~Mx~~ June 25th, 19 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from May 31 days to JUNE 23 days, within which to complete our Contract No. 7361, without the assessment of liquidated damages. The said contract is described as follows:
Agate Beach Wayside State Park on the Oregon Coast Highway in Lincoln County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: By rain May, 8-9-10-11-12-22-23-24 June 9-10-11-13-14-15.
The borrow pit was changed from a sandy material to a all clay sight, which had to be cleared and turned out to be mud ,hard blue clay that required ripping.This made it necessary to use alternate equiptment. This cut production to about 60% of what it would have been in the orignal borrow pit. Just a light rain on the blue clay would shut down the dirt moving. #3 Bid Item is double in hours part of this is due to clearing and building ramp for new borrow pit,Took 7 days.

Respectfully submitted,

E. A. White Co.
Contractor

By EAWhite

CONSENT OF SURETY

Date July 2, 19 70

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

John N. Zefkeles
John N. Zefkeles
Attorney-in-fact

(SEAL)

not required
Resident Agent

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JUL 22 1970
FOR FILING

21-3773
7361

July 22, 1970

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7361, the Agate Beach State Wayside grading project on the Oregon Coast Highway in Lincoln County, is anticipated. E. A. White Co. of Siletz is the contractor. This is a State project contracted on an hourly equipment rental basis, for which the original authorization was $25,075.50. The present anticipated cost is $32,085.50, indicating an overrun of $7,010, or 28 percent.

The major reason for this overrun is due to a change in the borrow source for required embankment material. We were unable to acquire the planned source for the project. The alternate source required additional clearing and contained harder material which required additional equipment and an increase in the hours of equipment rental.

This request for additional authorization will be on the agenda for the August 18 meeting and your approval is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
R. D. Asburry
DES:kp sr

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1970

SUBJECT: Overrun of Project Authorization
Agate Beach State Wayside
Oregon Coast Highway
Contract No. 7361

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for site grading is under contract to E. A. White Co. of Siletz. The original project authorization was $25,075.50. The present anticipated cost is $32,085.50, indicating an overrun of $7,010 or 28%.

This project was done on an hourly equipment rental basis. The major reason for this overrun was caused by a change in the borrow source of embankment material. The Parks Division was unable to acquire the source designated in the contract. The borrow site which was actually utilized for material required additional clearing work which had not been anticipated. This work under an Extra Work Order amounted to $1,538. Material in the source was much harder than what had been anticipated in the planned source and required a ripper. Price Agreement for a dozer with ripper amounted to $6,570. The alternate source also required more scraper time.

It is recommended that the project authorization be increased by $7,010.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

Attachment

7-15-70
Asst. State Hwy. Engr.

RECEIVED
JUL 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

21-3773
7361

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Agate Beach State Wayside	WEEK ENDING 10 Jul 70
		SECTION PREFIX 21-3773
	HIGHWAY — — —	COUNTY Lincoln
NAME OF JOB Agate Beach Grading	KIND OF WORK Grading	
CONTRACTOR E. A. White Co.	CONTRACT NUMBER 7361	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT 1 May 70	DATE WORK STARTED 4 May 70	COMPLETION DATE 23 Jun 70
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 25,075.50	SPECIFIED COMPLETION DATE 31 May 70	PERCENT OF TIME ELAPSED 174
EXCLUSIVE OF ENGINEERING: $ 22,885.50	ENGINEERING AUTHORIZATION $ 2,190.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,013.12	ENGINEERING COST TO DATE $ 2,399	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 126
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 27 %	PERCENT OF AUTHORIZATION 110 %	DATE PROJECT WAS COMPLETED: 23 Jun 70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	42,000				
TOTAL QUANTITIES CORRECTED TO DATE	33,400				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	33,400				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 13 1970
CONSTRUCTION
DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Report on expected overrun was submitted 1 July.

Semi-Final estimate submitted 9 July, 1970.

This is the final weekly report on this project.

SIGNED H. H. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Form E-372 (Rev. 10-66)

21-[illegible]773
7361

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Agate Beach State Wayside
Date July 1, 1970
Highway - - - - -
Contract No. 7361
County Lincoln
Kind of Work Grading
Contractor E. A. White Co.

	Authorized	Estimated	
Contract Amount	$18,900.00	$19,397.00	+ $ 497.00
Anticipated Items	3,000.00	2,180.00	- 820.00
Contingency (4½%)	985.50	8,108.50	+ 7,123.00
Engineering	2,190.00	2,400.00	+ 210.00
Credits			
PROJECT COST	25,075.50	32,085.50	
	NET INCREASE $		7,010.00 = 28%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change	
(C)	Bid Item 2: Scraper Hours	$11,814	+ 1,254)	+ 497
(C)	3: Fill Cat	6,683	+ 3,443)	
(C)	4: Push Cat	0	- 4,200)	
(A)	Adjust Telephone Line	2,180	- 820	
(U)	PA #1: Ripper Cat (for Bid Item 4)	6,570	+ 6,570)	+ 8,108
(U)	EWO #1: Clearing and clean-up	1,538	+ 1,538)	
	Engineering	2,400	+ 210	
	TOTALS		+ 7,010	

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 8-18-70

Principal reasons for overruns (Continue on reverse side): A forced change in the borrow site necessitated clearing which was not anticipated, and also put us into much tougher material which required alternate equipment and additional equipment time to move into place.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ H. H. Patterson
Resident Engineer

Noted by
for Construction or Bridge Engineer

Confirmed by /s/ Gerald Wimer
Assistant Division Engineer

Noted by
Deputy or State Highway Engineer

SP*20769-734

RECEIVED
MAY 19 1970
FOR FILING

31-3773
7361

May 19, 1970

E. A. White Co.
P. O. Box 201
Siletz, Oregon 97380

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7361 for grading in the Agate Beach State Wayside on the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mf

Enclosure

cc: General Insurance Company of America
F. D. Morgan
D. J. Barbee
I. D. Merchant
Dave Talbot
R. D. Asburry
H. H. Patterson

RECEIVED
MAY 8 1970

[illegible]

21-3773

7361

May 6, 1970

E. A. White Co.
P. O. Box 201
Siletz, Oregon 97380

Gentlemen:

Enclosed are three copies of Contract No. 7361 for $18,900 awarded to you by the State Highway Commission on May 1, 1970. This contract is for grading in the Agate Beach State Wayside on the Oregon Coast Highway in Lincoln County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
H. H. Patterson
David Talbot

RECEIVED
MAY 4 - 1970
FOR FILING

21-3773
7361

May 4, 1970

E. A. White Company
P. O. Box 683
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7361 in the amount of $18,900 for the Agate Beach State Wayside on the Oregon Coast Highway in Lincoln County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
bc Frank Morgan
D. J. Barbee
I. D. Merchant
David Talbot
R. D. Asburry
H. H. Patterson
Wm. Geibel (SAIF)

RECEIVED
APR 27 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

21-3773

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7361

April 23, 1970

Pacific Northwest Bell Telephone Company
700 State Street
Salem, Oregon 97301

Re: Telephone Line Relocation
Agate Beach State Wayside
Lincoln County

ATTENTION: Mr. L. E. Webb

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 14, 1970, have been approved by the State. You are hereby authorized to proceed with the work as of April 23, 1970.

A Quit Claim deed relinquishing PNB's rights in the United States Spruce Production Corporation railroad right of way between Highway Station 978+15 and 985+18, approximately, to the State will be forwarded in the near future.

Please contact Mr. C. H. Lenz, District Parks Supervisor, East Salem Hwy. Bldg., Salem, Oregon 97310, Phone: 364-2171, Ext. 1304, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to April 23, 1970, in the amount of $2,180, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

RECEIVED
APR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

By:

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
R. D. Asburry (w/attach.) (2)
Ray Wilson "
C. H. Lenz "
H. C. Johnson "
F. W. Sugnet "

Pacific Northwest Bell - Portland

Note to Ray Wilson: Please have a State Force Order prepared and submitted for this work. Return one copy of estimate and sketch with SFO.

RECEIVED
MAR 25 1970
FOR FILING

21-3-773
7361

March 10, 1970

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

The Governor's Executive Order 01-070-07 would appear to ban any planning or other work such as roads, parks, beach accesses, et cetera, on the Oregon Coast. A copy of the Order is attached.

I assume that this does not apply to park work now under way on the Coast; however, it may be that you would wish to clear this with the Executive Department.

In addition to the above, we have several projects which I believe come under the Governor's Order as follows:

1. Del Rey Beach Access Road

   This project results from an agreement with Clatsop County providing that County-owned lands be transferred to the State in return for construction of the 0.6-mile road.

   The project would "exceed simple modification of an existing facility."

   Clatsop County has affirmed by letter that right-of-way for the road is in possession of the County. The Highway Commission has approved the agreement and the project is scheduled for bids March 19.

2. Fort Stevens State Park, road grading and paving

   This project would provide a two-lane, hard-surface road from Battery Russell to the sand spit north of South Jetty, Columbia River.

It is located in back of the foredune but would "modify the natural environment" in more than a "simple" degree.

The project is scheduled for bids April 23.

3. Agate Beach State Park, grading

This project provides for filling a low-lying piece of ground between old and new Highways 101 at the north limits of the city of Newport.

The grading is scheduled for bids April 23.

It will "modify" the low-lying land and create a dry area for parking and rest rooms. This is probably not "simple".

A building for changing from street clothes to beach wear and also providing rest-room facilities is scheduled for bids June 4 at this location.

4. Tolovana State Park

A rest room facility which would provide an area for changing clothes is scheduled for bids June 4.

This would complete an access facility which is now graded and paved. Possibly this may qualify as "simple modification".

5. D River State Park

A bathhouse which would make the present parking facility more usable is scheduled for bids June 4.

This may be a "simple modification".

We need instructions re these projects.

We are also planning, and in some instances attempting, to acquire properties for beach access in conformance with the instructions that the Commission issued some time ago. Several of these are more or less active at the moment, such as Tierra Del Mar and Roads End. Several others are in the active planning stage. I would appreciate your instruction re this program.

Very truly yours,

CC R. L. Porter
Lloyd P. Shaw

Forrest Cooper
State Highway Engineer

FC:fn
Attach

FORM 2-50 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 9, 1970

To: Mr. Forrest Cooper
State Highway Engineer

SUBJECT: "...stop planning for or implementing any project that would modify the natural environment of the coast."

Action must be taken at once if we are to halt further progress on the following projects in line with Executive Order No. 01-070-07:

1. Del Rey Beach Access Road -

This project results from an agreement with Clatsop County providing that County-owned lands be transferred to the State in return for construction of the 0.6-mile road.

The project would "exceed simple modification of an existing facility".

Clatsop County has affirmed by letter that right of way for the road is in possession of the County. The Highway Commission has approved the agreement and the project is scheduled for bids March 19.

2. Fort Stevens State Park, road grading and paving -

This project would provide a two-lane, hard-surface road from Battery Russell to the sand spit north of South Jetty, Columbia River.

It is located in back of the foredune but would "modify the natural environment" in more than a "simple" degree.

The project is scheduled for bids April 23.

3. Agate Beach State Park, grading -

This project provides for filling a low-lying piece of ground between old and new Highways 101 at the north limit of the City of Newport.

3. Agate Beach State Park, grading - (Contd.)

The grading is scheduled for bids April 23.

It will "modify" the low-lying land and create a dry area for parking and rest rooms. This is probably not "simple".

A building for changing from street clothes to beach wear and also providing toilet facilities is scheduled for bids June 4 at this location.

4. Tolovana State Park -

A toilet building which would provide clothes-changing facilities is scheduled for bids June 4.

This would complete an access facility which is now graded and paved. Possibly this may qualify as "simple modification".

5. D River State Park -

A bathhouse which would make the present parking facility more usable is scheduled for bids June 4.

This may be a "simple modification".

Please advise me of the action you wish taken in regard to the above five projects.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter

21

RECEIVED
MAR 4 - 1970
FOR FILING

21-3773
7361

Salem, Oregon
March 4, 1970

Executive Order No. 01-070-06

Mr. Forrest Cooper
State Highway Engineer

It appears that Section 2 of the Governor's recent Executive Order forbids staffing the following:

(1) Tugman State Park - new camp facilities

(2) South Newport State Park - new camp facilities

(3) Nehalem Bay State Park - new camp facilities

(4) Siskiyou Information Center

(5) Astoria Information Center

(6) Portland Information Center

It also casts doubt on the operation of much of the park system since we hire most of our field operations staff about May, which apparently is now forbidden.

Staffing the following projects upon completion seems to be forbidden by the Executive Order:

1.	Tolovana	toilet building	Clatsop County	June 4
2.	Valley of the Rogue	overnight camp	Jackson County	June 4
3.	Cove Palisades	building	Jefferson County	June 4
4.	Clyde Holliday	overnight camp	Grant County	June 4
5.	Farewell Bend	overnight camp	Baker County	June 4
6.	Champoeg	overnight camp	Marion County	June 4

7. Agate Beach toilet building Lincoln County June 4

8. D River bathhouse Lincoln County June 4

9. Midland Information Center - grading, paving, structure--proposed equipment rental on grading with formal bids on building. Immediately

10. Reservation system for parks (this involves added personnel, equipment, and telephone service). Immediately

11. Information system for tourists seeking park facilities (this requires added personnel, equipment, and telephone service). Immediately

12. Out-of-state travel to provide one person at our booth in the WACTI travel show. The booth is provided as part of our membership and if we do not staff the booth, the cost is wasted.

13. Beach vehicle control program -- signing, police patrol, access improvement.

14. The Environmental Control program -- this probably requires some form of contract which, to my knowledge, does not exist. It seems to fall under the "consultants" item in Section 2.

15. Employment of "Special Opportunity for Youth" teenagers.

Section 4 seems to contradict the requirements of Section 2 since General Fund monies are not at stake.

I would appreciate clarification of our position in regard to the foregoing matters.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter

SU-442(2) State St.-Santiam Interch. Sec 1970
of Silver Cr. Falls Hwy.
#7362 (Grading & paving)

A&R 507

RECEIVED
FEB 15 1972
FOR FILING
SU-
7362

STATE COPY

FORM PR-13C (REV. 9-60)

cc: OSHD (Young)
Region
Wash DC

2-10-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

gyh

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE Oregon	REGION NO. 10
SIGNATURE L. H. Young	COUNTY Marion	
TITLE Programing Engineer	PROJECT NO. SU-442(2)	
BUREAU OF PUBLIC ROADS INSPECTION MADE BY D. B. Carter, Asst Area Engineer	DATE OF INSPECTION June 6, 1971	
IN COMPANY WITH See below*		
CONTRACTOR'S NAME Salem Road & Driveway Co.	CONTRACT AMOUNT $ 454,469.15	

COPY SENT
FEB 14 1972
REGIONAL OFFICE

DESCRIPTION OF IMPROVEMENT AS PROGRAMED	IMPROVEMENT AS CONSTRUCTED				
	ROADBED (Width 72 feet)			STRUCTURES OVER 20-FOOT SPAN	
	TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
Grade, drain and high-type pavement. 4-12' lanes, 4' median and 10' shoulders	6203	1.062	72'	---none---	

2-15-72
REFERRED TO
Young
BY DEPUTY STATE HIGHWAY ENGINEER

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

*Those in attendance were:
- J. Boyd, Region 2 Engr, OSHD
- J. Wimer, Region 2 Const Engr, OSHD
- E. Hall, Res Engr, OSHD
- T. Kuenzi, Asst Engr, Marion County
- F. Voight, Contractor

STATE STREET - SANTIAM INTERCHANGE SECTION
SILVER CREEK FALLS HIGHWAY
Grading and Paving

The contract was awarded on May 1, 1970. The contract time commenced on May 19, 1970 with 145 calendar work days. The Oregon Highway Department increased the time to 205 calendar work days on November 24, 1970. The project was completed on June 30, 1971 with 2½ days remaining at the new contract time.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original Signed by J. E. Schultz		SIGNATURE Original Signed by R. E. Simpson	
TITLE Area Engineer	DATE 6-6-71	TITLE Division Engineer	DATE 2-10-72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

The final contract amount was $509,220.48 (overrun of 12%). The main reason for the overrun was the many price agreements - the largest being $32,300 for the instllation of traffic signals at two major intersections.

A copy of the State's Materials Certificate is attached to the Division office copy of this report.

RECEIVED
OCT 21 1971

FOR FILING

SU-442(2)
7362

October 20, 1971

St. Paul Fire & Marine Insurance Co.
Portland Office
1300 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On October 7, 1971, we wrote to you concerning release of final payment on Contract No. 7362 awarded to Salem Road & Driveway Company for work on the State Street-Santiam Interchange Section of the Silver Creek Falls Highway in Marion County.

Final payment on this contract is $12,006.27 and the total contract amount is $309,220.46, including $12,736.13 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

dr

cc Salem Road & Driveway Co.
P. O. Box 403
Salem, Oregon 97308

Victor S. Risley Co.
806 Board of Trade Building
Portland, Oregon 97204

bc Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Herr
J. B. Boyd

RECEIVED
OCT 8 - 1971
FOR FILING

SU-442(2)
7362

October 6, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed June 30, 1971 on Contract No. 7362. The contract was with Salem Road and Driveway Company and was for grading and paving on the State Street-Santiam Interchange Section of the Silver Creek Falls Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 6, 1971 and that you concur in this procedure at the Commission meeting on October 19, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. B. Boyd

VG:fw

SU-442(2)
7362

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: STATE STREET - SANTIAM INTERCHANGE SEC.

WEEK ENDING: August 21, 1971

SECTION PREFIX: 124-1077

HIGHWAY: Silver Creek Falls

COUNTY: Marion

NAME OF JOB: State St. - Santiam Interchange

KIND OF WORK: Grading and Paving

CONTRACTOR: Salem, Road & Driveway Co.

CONTRACT NUMBER: 7362

FEDERAL AID PROJECT NUMBER: SU-442(2)

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: May 14, 1970

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 205

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 202½

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 579,778.05

EXCLUSIVE OF ENGINEERING: $ 533,178.83

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 533,179.

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $ 46,599.22

ENGINEERING COST TO DATE: $ 50,350.00

PERCENT OF AUTHORIZATION: 108 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: June 30, 1971.

Charges this week 300.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	1000	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.07	1.07			1.07
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.07	1.07			1.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20,120 CY	37,530 T		6,600 T	9,750 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,464 CY	36,800 T		4,435 T	12,088
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein
RECEIVED
AUG 23 1971
CONSTRUCTION DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate turned in to Regional Office on August 18, 1971.

* FINAL REPORT *

SIGNED E. J. Hall LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 25 1971
FILING

Claim 4820

FILED
AUG 10 1971
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7362

August 17, 1971

Long & Bodtker
425 West Second Avenue
Albany, Oregon 97321

NOTED ON CARD
8-24-71 KL

Attention: Daniel A. Post

Gentlemen:

This is to acknowledge receipt of your letter of August 13 and attached notice of claim on behalf of Salem Iron Works stating that Salem Road and Driveway Company owes them for furnishing of manhole covers, metal grates and frames, and other miscellaneous materials in the amount of $3,488.55 plus interest.

This appears to be in reference to the Salem Road and Driveway Company Contract No. 7362 for work on the State Street-Santiam Interchange Section of the Silver Creek Falls Highway in Marion County.

The St. Paul Fire and Marine Insurance Company through Victor S. Risley Company, 804 Board of Trade Building, furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

RECEIVED
AUG 20 1971
OREGON
STATE HIGHWAY COMMISSION

CWH:kl

cc St. Paul Fire & Marine Ins. Co.
Victor S. Risley
Salem Road and Driveway Co.
bc Commission
Hon. Clay Myers Please acknowledge receipt of this claim on the enclosed copy of this letter

NOTED
C. W. HEAD

Form E-123

LAW OFFICES
LONG & BODTKER
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST, ASSOCIATE

TELEPHONE 926-5504
POST OFFICE BOX 40

August 13, 1971

The State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention Mr. Quarry, Secretary of Highway Commission

Dear Mr. Quarry:

Improvement of Lancaster Drive, State Contract No. 7362

Enclosed are two original Notice of Claims of Salem Iron Works for their furnishing of materials in the above referenced contract against Salem Road and Driveway and St. Paul Fire & Marine Insurance Company.

Thank you for your assistance in this matter.

Very truly yours,

DANIEL A. POST

eb

Enclosures

RECEIVED
AUG 16 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF CLAIM--STATE PUBLIC WORKS BOND

TO:
Secretary of the Highway Commission
State Highway Commission
State Highway Building
Salem, Oregon 97310

The Secretary of State
State Capitol Building
Salem, Oregon 97310

Notice is hereby given that the undersigned, Gerlinger Industries dba Salem Iron Works, has a claim for the furnishing of materials, to wit: manhole covers, metal grates and frames, and other miscellaneous materials, which were furnished between July 29, 1970, and October 20, 1970, in the sum of $3,488.55, together with interest thereon at the rate of 6 percent per annum from November 1, 1970, until paid, against the bond taken from Salem Road and Driveway Company, as principal, and St. Paul Fire and Marine Insurance Company, as surety, for the work of constructing Lancaster Drive per your State Contract No. 7362.

This notice is given pursuant to ORS, Chapter 279.

DATED this 12 day of August, 1971.

GERLINGER INDUSTRIES dba
SALEM IRON WORKS
By John H. Kitzmiller Jr.
President

RECEIVED
AUG 16 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 10 1971

7362

Salem, Oregon
June 9, 1971

State Street-Santiam Junction Section
Silver Creek Falls Highway
Contract No. 7362

F. D. Morgan
Construction Engineer

BUILDING

Because of right-of-way commitments to the property owners on the subject section, it has been determined that the final surfacing and striping will be placed to provide for a parking lane along each curb.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc Tom Edwards
R. D. Asburry

JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

NATIONAL ASSOCIATION COUNTY ENGINEERS
NACE
CHARTER MEMBER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 364-4401, EXT. 53

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

HARVEY THURLWELL
RIGHT-OF-WAY AGENT

JERRY CONNOR
ADMIN. ASSISTANT

May 14, 1971

Mr. Tom Edwards
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON

Dear Tom:

South Lancaster Drive

In answer to your letter of March 4, 1971, I would request that your final surfacing be laid down in a manner which would best fit striping for "No Parking."

Final determination on how to strip South Lancaster could be reached at a later date.

Very truly yours,

John A. Anderson

John A. Anderson
Director of Public Works

im
cc:Board of Commissioners
Ted Kuenzi

AJ
Discuss

6-9-71
Called John Anderson
& discussed & re-explained.
John in resolved
AEJ

NOTED
TOM EDWARDS

RECEIVED
MAY 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

LAW OFFICES OF
GEHLEN & LARIMER
318 N. THIRD AVE.
P.O. BOX 476
STAYTON, OREGON 97383

WILLIAM M. GEHLEN
MURLEY M. LARIMER

PHONE
(503) 769-6325

RECEIVED
APR 6 1971
ROUTING
ASBURRY ☐ WIMER ☐ HOPKINS ☐
CANFIELD ☐ ☐ ☐

March 30, 1971

REGISTERED, RETURN
RECEIPT REQUESTED

GBF Construction Co.
c/o Vance Batteen
6884 N. E. Columbia
Portland, Oregon 97218

Re: R. G. Majors vs. GBF Construction Co.

Gentlemen:

This firm has been retained to represent R. G. Majors.

The following sums are due and owing to Mr. Majors on the Lancaster Boulevard Job at Salem, Oregon:

rental for truak and back hoe	$1,089.81

Demand is hereby made against you for the immediate payment of the sum of $1,089.81. If this amount is not paid within ten days of the date of this letter, we will have no other recourse but to institute legal proceedings against you for the collection of this amount.

Very truly yours,

GEHLEN & LARIMER

William M. Gehlen

WMG/ic

cc: United Pacific Insurance Co.
415 S. W. 10th
Portland, Oregon

cc: State of Oregon
State Highway Department
P. O. Box 30
Salem, Oregon
Att: Mr. Ed Hall

RECEIVED
APR 1 1971
OFFICE of RESIDENT ENGINEER
E. J. HALL

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

R. G. MAJORS,

Plaintiff,

vs.

GBF CONSTRUCTION CO., INC.
an Oregon Corporation,

Defendant.

NO. ____________

COMPLAINT

Plaintiff alleges:

I.

That at all times herein mentioned, plaintiff was and is a laborer and the owner of a certain back-hoe and dump truck and plaintiff was a sub-contractor under the defendant to do certain work on the Hood River Project, the Boise Cascade Project and the Lancaster Boulevard Project.

II.

That at all times herein mentioned, defendant GBF Construction Co., Inc., was and is an Oregon Corporation, duly organized and existing by virtue of the laws of the State of Oregon.

III.

That on or about July 15, 1970 to and including September 20, 1970, at the special instance and request of the defendant above named, plaintiff did furnish certain labor and the back-hoe in the laying of sewer pipe within the City of Hood River, Hood River County, Oregon as follows:

Plaintiff laid 1,360 feet of 15 inch pipe at the rate of $3.00 per foot for the sum of	$4,080.00
Plaintiff laid 300 feet of 8 and 10 inch pipe at the rate of $2.50 per foor for the sum of	$ 750.00
Plaintiff furnished the back-hoe and operator for a total of 125 hours at the rate of $14.00 per hour for the total sum of	$1,750.00

Plaintiff furnished a truck and operator for a total of 2 hours at the rate of $10.00 per hour for the total sum of	$ 20.00
Plaintiff rented his truck to the defendant for 24 hours at the rate of $5.00 per hour for the total sum of	$ 120.00
Plaintiff rented his back-hoe to the defendant for 47 hours at the rate of $7.00 per hour for the total sum of	$ 329.00
Plaintiff furnished labor to the defendant for 28 hours at the rate of $7.07 per hour for the total sum of	$ 197.96
Plaintiff did furnish certain other labor and the back-hoe and truck in accordance with the terms of his contract and that the defendant with held from the plaintiff certain retainage monies in the amount of	$ 339.00

and that the defendant thereby became indebted to the plaintiff in the sum of $7,585.96

IV.

Defendant has not paid plaintiff the said sums nor any part thereof, and that there is due and owing from the defendant to the plaintiff, the sum of $7,585.96.

BY WAY OF A FURTHER SEPARATE SECOND CAUSE OF ACTION AGAINST THE DEFENDANT, Plaintiff alleges:

I.

Plaintiff re-alleges Paragraphs I and II of his First Cause of Action and the same are herein incorporated herein as though they were fully set forth, and plaintiff further alleges:

III.

Plaintiff and defendant entered into an agreement wherein and whereby the defendant rented from the plaintiff, plaintiff's dump-truck and defendant agreed to return said truck to the plaintiff in as good as condition as when delivered to said defendant. Not withstanding, the defendant returned said dumptruck to the plaintiff in a damaged condition and that it was necessary for plaintiff to incur costs to make repairs to said truck, all to plaintiff's damage in the sum of $133.00.

IV.

That although plaintiff has oft times demanded payment of the sum of $133.00 from the defendant, no payments have been forthcoming all to plaintiff's damage in the sum of $133.00.

BY WAY OF A FURTHER SEPARATE THIRD CAUSE OF ACTION AGAINST THE DEFENDANT, Plaintiff alleges:

I.

Plaintiff re-alleges Paragraphs I and II of his First Cause of Action and the same are herein incorporated as though they were fully set forth, and plaintiff further alleges:

III.

That on or about the 22nd day of September, 1970, to and including October 8, 1970, the plaintiff at the special instance and request of the defendant did rent to defendant his truck and back hoe for the job on Lancaster Boulevard, Salem, Oregon and that the defendant became indebted to the plaintiff in the sum of $1,089.81, all to plaintiff's damage in said sum.

IV.

That although plaintiff has oft times demanded payment of the sum of $1,089.81 from the defendant, no payments have been forthcoming all to plaintiff's damage in the sum of $1,089.81.

BY WAY OF A FURTHER SEPARATE FOURTH CAUSE OF ACTION AGAINST THE DEFENDANT, Plaintiff alleges:

I.

Plaintiff re-alleges Paragraphs I. and II. of his First Cause of Action and the same are herein incorporated and made a part hereof as though they were fully set forth, and plaintiff further alleges:

III.

That at the special instance and request of the defendant, plaintiff delivered 474 yards of rock at the agreed price of $1.65 per yard to the defendant at its Valsetz Job for Boise Cascade, as well as Plaintiff, at the special instance and request of the defendant laid pipe at defendant's Valsetz Job, and that the defendant became indebted to the plaintiff in the total amount of $2,114.10 all to plaintiff's damage in said amount.

IV.

That although plaintiff has oft time demanded payment of the defendants for payment of said sum, no payments have been forthcoming, all to plaintiff's damage in the sum of $2,114.10.

WHEREFORE: Plaintiff demands judgment against the defendant as follows:

1. For the sum of $7,585.96 on his First Cause of action,
2. For the sum of $133.00 on his Second Cause of action,
3. For the sum of $1,089.81 on his Third Cause of Action, and
4. For the sum of $2,114.10, on his Fourth Cause of action, together with his costs and disbursements incurred herein.

GEHLEN & LARIMER

By: /s/ William M. Gehlen
Of Attorneys for Plaintiff

RECEIVED
APR 1 1971
OFFICE of RESIDENT ENGINEER
E. J. HALL

STATE OF OREGON, } ss.
County of Marion

I, R. G. Majors, being first duly sworn, say that I am plaintiff in the within entitled cause and that the foregoing Complaint is true as I verily believe

/s/ R. G. Majors

Subscribed and sworn to before me February 10, 1971

Notarial
Seal

/s/ V. Irene Coakley
Notary Public for Oregon
My commission expires 10-29-1974

STATE OF OREGON, } ss.
County of Marion

I hereby certify that the foregoing is a true and correct copy of the original.

Dated February 10, 1971

of Attorneys for Plaintiff

Due, legal and timely service of the foregoing by receipt of a duly certified copy thereof, as required by law, is hereby accepted in ______ County, Oregon, on ______, 19___

Attorney___ for ______

STATE OF OREGON, } ss.
County of Marion

I hereby certify that I am one of the attorneys for the party stated below; that I served the within and foregoing pleading or document on ______
attorney___ for ______
at ______ by placing a true and correct copy thereof, duly certified to be such by me, as such attorney, in a sealed envelope, postage fully prepaid, and depositing the same in the U. S. Postoffice at Salem, Marion County, Oregon, on the date stated below.

I certify that I reside and have my office in Stayton, Marion County, Oregon.

Dated ______, 19___

Attorney___ for ______

D

MAR 18 1971

FORM E-30 (4-70)

FOR FILES

511-442(2)

1362

SP*52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

March 18, 1971

To: MEMO TO FILE

SUBJECT: Traffic Control
State Street and
Lancaster Drive
Salem

On March 16 a meeting was held in this office with representatives of the Marion County Engineer's Office, Mr. Asburry and the writer. The County's future plans for the intersection of State Street and Lancaster Drive were discussed. It was apparent that the County has made up its mind to install left-turn refuges on all four approaches to this intersection, as well as a right-turn lane from the north to the west.

This construction would require some adjustment in any traffic signal installation currently existing. Rather than delay the installation of the three phase traffic signal (similar to 12th and State), it was decided to proceed with the installation of the control unit on a temporary basis, and at such time as the County proceeds with their construction, signal poles and head locations can be revised at that time. Mr. Asburry is to proceed with this revision using State Forces at an estimated cost of $1,000.

[illegible]

L. E. George
Operations Engineer

LEG:mk

cc: Tom Edwards
P. D. Klaboe
R. D. Asburry

NOTED
TOM EDWARDS

RECEIVED

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 4 - 1971

FOR FILING

511-422(2)
7362

March 4, 1971

Mr. John A. Anderson
Director of Public Works
Marion County Courthouse
Salem, Oregon 97301

Dear Mr. Anderson:

Reference is made to your letter of February 24 concerning parking on Lancaster Drive.

The original right of way was purchased for this project on the basis of four lanes plus parking on each side. At a later date traffic signals were introduced and our Traffic Engineer recommended that parking be removed. The Commission took such action. However, the property holders reported to the Division that they had not been dealt with in good faith in the acquisition of the right of way and we are therefore left with two courses (1) renegotiate the right of way or (2) restore the project to the proposition presented to these people when right of way was taken.

Due to the difficulty (in fact, impossibility) of renegotiating all of the right of way, the Commission elected to replace the parking. I believe under the circumstances that this last decision cannot be reversed at this time without facing suit and inverse condemnation from the abutting owners.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
A. E. Johnson (enc.)
Victor D. Wolfe
F. B. Crandall
H. S. Cox
R. D. Asburry

TE:ja

4-27-70 [illegible], [illegible]
Hwy 163

JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

NATIONAL ASSOCIATION COUNTY ENGINEERS
NACE
CHARTER MEMBER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 364-4401, EXT. 53

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

HARVEY THURLWELL
RIGHT-OF-WAY AGENT

JERRY CONNOR
ADMIN. ASSISTANT

February 24, 1971

RECEIVED
COUNTY & CITY SECTION
FEB 25 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Oregon State Highway Department
205 East Salem Highway Building
Salem, Oregon 97310

Attention: City-County Division

Gentlemen:

On July 7 I approved plans for striping Lancaster Drive between State Street and the Santiam Interchange which would prohibit parking.

I now note that there is some indecision in the State Highway Department as to whether parking should be denied or permitted. I think a final decision should be made between the State and Marion County prior to the final pavement being placed.

Very truly yours,

John A. Anderson

John A. Anderson
Director of Public Works

JAA:gms
cc: Board of
Commissioners

W. J. Kvarsten

cc: ~~Edwards~~
Klabue - The Hwy Comm. took action on this in January, what gives?
Crandall
Asburry

Don H.

NOTED
TOM EDWARDS

RECEIVED
FEB 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 19 1971

SU-4/4/2[illegible]
7362

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

February 11, 1971

NOTED
R. L. PORTER

Mr. William H. Hager
810 Lancaster Drive, S. E.
Salem, Oregon 97301

Dear Mr. Hager:

I have reviewed your letter of January 28 in detail with the Highway Division.

It is always difficult in a case of street or highway improvements to interfere with the operation of any going business; however, in this particular situation, I find that the Highway Division did go to considerable efforts in securing competent and meaningful market value appraisals. I understand that the amount of the highest appraisal has been tendered to you, but you have not found it satisfactory.

Under this type of situation, there is little else the Highway Commission can do except to file a condemnation proceeding. The amount that has been deposited in court is to assist you in making what restoration or rearrangements are necessary and is not an indication of what the State considers market value. In a condemnation proceeding, this is determined by the court or jury.

I believe the best solution to the problem is to have the matter tried as rapidly as possible so that everyone's interest may be best protected. Understandably, you seek justice in this, and that is what the legal proceeding and the court should provide so that you obtain a fair settlement.

Sincerely,

Governor

TM:mj

bcc:Highway

Verbatim to draft
Last sentence added
(b)

COPY

RECEIVED
FEB 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 - 1971

FOR FILING

SU-442(2)
1362

February 5, 1971

Mrs. Wanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Through: Mr. George M. Baldwin, Director
Department of Transportation

Dear Mrs. Merrill:

Attached is a suggested reply for the Governor's consideration to Mr. William H. Hager of Salem, which probably will not accomplish a great deal. Mr. Hager is bitter, and understandably so, because his business was disrupted by the widening of Lancaster Avenue.

We have offered Mr. Hager the amount of the highest appraisal, which we understand is practically the value of his entire property. Mr. Hager probably will disagree with this, but it is about the best that we can do.

We are suggesting that the matter be placed for trial at the earliest possible date so that it can be settled and everyone then will know exactly where they stand and what to expect.

If anything further is needed, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

Att.
cc: George M. Baldwin

Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. H. Moehring
R. D. Asburry

RLP:fn sr

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
February 3, 1971

Mr. William H. Hager
810 Lancaster Drive, S. E.
Salem, Oregon 97301

Dear Mr. Hager:

I have reviewed your letter of January 28 in detail with the Highway Division.

It is always difficult in a case of street or highway improvements to interfere with the operation of any going business; however, in this particular situation, I find that the Highway Division did go to considerable efforts in securing competent and meaningful market value appraisals. I understand that the amount of the highest appraisal has been tendered to you, but you have not found it satisfactory.

Under this type of situation, there is little else the Highway Commission can do except to file a condemnation proceeding. The amount that has been deposited in court is to assist you in making what restoration or rearrangements are necessary and is not an indication of what the State considers market value. In a condemnation proceeding, this is determined by the court or jury.

I believe the best solution to the problem is to have the matter tried as rapidly as possible so that everyone's interest may be best protected.

RLP:fn sr

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
February 3, 1971

SUBJECT: File 39471 L-6207-Hager
State Street - N. Santiam
Highway Section
Silver Creek Falls Highway
Marion County

To: Mr. Tom Edwards
Deputy State Highway Engineer

BUILDING

The file was received in March, 1966. The first appraisal was in May and an offer was made in September, 1966 of $10,550 based upon a review. Since that time we have had three additional appraisals plus three revisions. The maximum appraisal is $30,358 with an administrative review of $33,000.

It is interesting to note that the values of the entirety as shown by these separate appraisals range between $29,000 and $34,850 according to the latest revisions. Two of the appraisers are staff, (Charlesworth and Edwards). Two of the appraisers are Fee, (Boise and Pattee).

In addition to these appraisals, we have had two separate sign appraisals and two separate fixture appraisals. We have negotiated from September, 1966 to April, 1970 at which time Mr. Hager hired an attorney. We were on hold on this file from April, 1967 until about January, 1970, at Mr. Cooper's request.

John R. Oakes
John R. Oakes
Assistant R/W Engineer

JRO:ph

NOTED
TOM EDWARDS

RECEIVED
[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

HAGER TO HWY 1/28

Edwards

DRAFT PLEASE RWO

Salem, OR 97301
January 28, 1971

Honorable Tom McCall
Governor of the State of Oregon
Salem, OR 97310

Dear Sir:

I feel compelled to write for assistance because I have not been successful in communicating to the Highway Department the extent of my disillusionment over the calloused treatment I received at the hands of that Agency. One does not like to feel that the attitudes and actions of the Highway Department are characteristic of State Government.

I have operated a service station for twenty years about four miles from your office, and until recently I thought I owned the buildings, grounds, and business. The Highway Department's acquisition of my property without reasonable recompense, leaves grave doubts as to the integrity of administrative government. I have worked hard these twenty years building my business integrity through honest dealing and hard work. The Highway Department has in an incredibly short time cut my income over five hundred dollars ($500) per month. I have had no reasonable discussions with the Highway's Purchasing Department. The few times they have approached me, they demanded I accept their unreasonable offer or they would take my property with a court order, which they say they have done.

I asked the Highway Department to relocate my station at my present place of business without cost to me and let me remain open during the transition. The Highway indicated it would cost too much and countered by offering less than half the amount necessary to rebuild my station.

They condemned my property in April 1970. Deeply concerned, I contacted Mr. Forrest Cooper. He advised me that the action taken was a mistake and not to worry. Mr. Cooper left me with the opinion that the Highway Department would give me enough money to rebuild in a manner equal to the presently constructed service station facility.

On July 7, 1970, I received a notice that the State had placed on deposit in the Marion County Court House monies equal to half the replacement cost of my operation. On July 21, Judge Hay signed a court order to take my property. The Highway Department soon thereafter confiscated and took possession of my property including my only two regular gas storage tanks. I had to buy them back and pay the contract two hundred and twenty one dollars and twenty one cents ($221.21), so I could continue to pump gas and remain in business.

My operation is tragically restricted since only one side of my pumps is freely accessible to the public. To date there has been no attempt by the Highway Department to make a fair and reasonable settlement. Prior to the

Highway Department's action I was the largest Shell station by volume sales of gasoline that was not open twenty-four hours a day in my district (Salem, Oregon). Since access to my pumps has been restricted, gasoline sales have dropped almost fifty percent. In the past I have had an annual business growth amounting to ten or twenty percent, which failed to materialize in the 1970 - 71 period because of the physical restrictions imposed on my operation by the Highway Department's action.

If anyone would have told me any state or federal agency would treat a citizen as I have been, I would not have believed them. I have been threatened that every bit of property I own would be covered, regardless of location, by the court order if I did not accept the meager offer and I believe that is their intent.

During World War II, I was a B-29 bomber pilot, flying out of Guam to targets in Japan. We were fighting and putting our lives on the line so that every citizen could be free to work, own property, raise and support a family, as well as be financially secure in his old age.

I hope you will be interested enough to leave your office long enough to visualize my predicament at the corner of sourth east Lancaster and Macleay Road (Shell Station).

Very truly yours,

William a Hager

William H. Hager
810 Lancaster Drive S. E.
Salem, OR 97301

William a Hager
4083 Hager St. SE
Salem, Ore.

JAN 6 1971

FOR

SU-442(2)
7362

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1970

SUBJECT: State Street-North Santiam Sec.
Silver Creek Falls Highway

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

On Friday, December 18, I contacted five property owners on Lancaster Drive and asked their opinions on the recently imposed parking restrictions.

LaDoyt Davies has been circulating a petition and as of Friday he had approximately 20 signatures. It was reported by two other owners that Robert Burns is also circulating a petition, but he was out of town and could not be contacted.

All the owners contacted appear to be in agreement regarding the extent of the problem and the solution.

In general, all those contacted stated that in their opinions the Highway Division was not acting in good faith. They were all emphatic in their claim that they had been promised parking during negotiations. In fact, several owners claim that the new sidewalks and parking were offered as an inducement for them to sign an option.

The owners are unanimous in their belief that the parking restrictions have created a very serious problem for all residential properties on the project. They specifically mentioned the following points:

1. No parking for guests.
2. No parking for delivery vehicles.
3. Hazard of backing into traffic lane.
4. Traffic too close to houses.
5. The 16' median is unnecessary. It speeds up thru traffic, but only creates additional problems for local residents.

All those contacted agreed that the only acceptable solution would be to restore the parking. Most of them felt that a monetary settlement would not solve the problem because most of the houses do not have adequate space to construct additional off-street parking. They inferred that even if they accepted a monetary settlement the problem would still exist and they would still be unhappy with the Highway Division.

NOTED
TOM EDWARDS

This report is based on a limited sample, but because of the uniformity of the answers I believe it represents a consensus of all those involved. Since the owners haven't had sufficient time to live with the problem, it may be premature to generalize. However, at this time it appears that a monetary settlement will not appease all the owners and it will not improve the image of the Highway Division.

ROD J. HENRY
District Right of Way Supervisor

RJH:pc

FORM E-30

Routing

I Morgan M

Decker

E

RECEIVED

[illegible] 1970

CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1970

Ref. to A. E. Johnson

SUBJECT Parking Prohibition
State Street - Santiam Interchange
Silver Falls Secondary

To: F. D. Morgan
CONSTRUCTION ENGINEER

LaDoyt Davies, 745 S. Lancaster Drive, Salem, a former State Highway employee, my neighbor and friend, left the attached proposed petition with me December 2. The petition requests rescinding the parking prohibition authorized by Highway Commission Agenda Item 4b dated November 24, 1970. The petition explains the abuttors reasoning. I promised a formal reply without the necessity of his securing signatures which he undoubtedly could do.

Prior history is:

(1) Prospectus called for 10-12-12-4-12-12-10 foot width lanes in a 72 foot curbed section.

(2) R. D. Asburry, E. J. Benner, E. J. Hall, I, and others explained this to affected owners May 31, 1966 per my attached May 25 memo. I am sure mention was made but not emphasized of the convertible nature of the section to 16-12-16-12-16 to allow refuges at intersections.

(3) An eventual refuge plan was prepared. My attached June 15, 1966 letter and Roger Trygstad's supporting letter recommended the eventual refuge be continuous as it only involved an additional 21 parking stalls. The continuous refuge eliminated the ducking in and out.

(4) My attached April 13, 1967 letter and its attachments show the offset to align with County's proposed median to the North.

(5) John Anderson's May 27, 1970; R. D. Asburry's June 10, 1970; L. E. George's June 12, 1970; John Bond's June 16, 1970; R. D. Asburry's June 18, 1970; John Anderson's July 7, 1970 and my October 19, 1970 letters cover Marion County's request for a continuous refuge and its authorization. Copies of each are attached.

(6) Ray Wilson's attached December 3, 1970 letter indicates a right of way obligation to restore parking. He is undoubtedly right but we should make our agents aware the Highway Commission can, and will, where necessary, prohibit parking at any time.

NOTED
TOM EDWA

NOTED
TOM EDWARDS

(7) Richard Kuehn's attached December 7, 1970 letter recommends a compromise section of 13-12-14-12-12-9 with parking in the 9 foot lane adjacent to the westerly curb. This fits at both ends of the project.

(8) Kuehn's recommendation was reviewed with Glenn Hossner as recorded on the attached December 8, 1970 memo. The FHWA will not oppose Kuehn's plan.

(9) On December 3, 1970, John Anderson was also consulted. He didn't promise to recommend the plan but neither did he reject it. He said he definitely wanted the refuge. He said he would present the matter to the board if we desired.

(10) The poles of PNWB will be removed starting December 14, 1970. It will be necessary to follow the 16-12-16-12-16 striping plan at least until the section is overlayed next Spring. A copy of this letter without attachments is being sent R. N. Bothman to serve as an interim report on Assignment 162-RNB.

This office strongly recommends retention of the median turning lane. We also recognize the plight of the homeowners abutting this section and therefore reluctantly recommend the compromise plan. If you concur, please handle any contacts necessary with the Highway Commission, Marion County, and LaDoyt Davies or if you wish, we'll handle the latter two. Davies is entitled to a reply.

The incidental traffic lane and detector loop adjustments can be handled by the Resident Engineer if the recommendation is approved.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

Attachs.

cc: R. N. Bothman
Floyd Lacey--"Assignment 162-RNB attached"
Ed Hall

RECEIVED
DEC 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PAGE NO. 1

OF 4 PAGES

PETITION TO THE OREGON HIGHWAY COMMISSION

We, the undersigned residents and property owners of property located on the East and West sides of Lancaster Drive, S.E., Salem, Oregon, between State Street on the North and the Santiam Freeway on the South, do respectfully petition the Oregon State Highway Commission to rescind their recent order prohibiting parking along the East and West sides of said Lancaster Drive, S.E., between State Street on the North and the Santiam Freeway on the South. This petition further states that:

WHEREAS, at an open, public meeting between the Oregon State Highway representatives and the people being affected in the area specifically referred to above, prior to their property being purchased, it was specifically promised individually and jointly that parking would be permitted along both sides of said highway; and

WHEREAS, the original drawings of the projected highway, as shown to and explained to the residents, clearly indicated a four-lane highway with a parking lane on both the East and West sides in front of the properties being affected; and

WHEREAS, one of the main selling points to the affected residents was that although driveway space was being lost due to the widening of the road, parking space would be available in front of each of the properties; and

WHEREAS, the Right of Way agent representing the Oregon State Highway Commission in negotiating for said properties did also specifically allude to and represent to the property owners that such parking would be permitted; and

WHEREAS, with the loss of individual driveway space, property owners no longer have sufficient driveway space for guests to park their vehicles except on the street; and

WHEREAS, if such parking privileges on the street be denied the residents and property owners, it is felt that settlements made by the residents was made under false misrepresentation of the facts as it was understood that such substitute parking would be available on the street; and

WHEREAS, it is further felt that there is a safety factor involved affecting all property owners inasmuch as with the new design of the aforementioned highway with its subsequent increase in both traffic load and traffic speed, there is considerable difficulty in leaving said properties to get into the flow of traffic without a so-called "parking strip" adjacent to the traffic lanes; and

It is further requested that such charge in orders relative to parking be made prior to the turning over of said highway to Marion County; and that it be further understood by the County that there will be no change in the parking privilegs without an open public hearing and favorable consideration by the majority of the affected property owners.

12-8-70.

State Street – Santiam Interchange
(South Lancaster) Section
Silver Falls Secondary

Glenn Hossner advises the FHWA will not approve a 13-13-14-12-12-9 (Four travel lanes with median refuge and one parking lane). [illegible] He did express mild concern that our P.S.&E. (?) called for 4 through lanes two parking lanes and no median (except the normal 4'). Even at 74 ft. we knew the [illegible] width would allow for four traffic lanes with either center turning lane or two lanes of parking. The parking was definitely not possible at the major intersections even then.

Jerry

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1970

SUBJECT: Parking Prohibition
Silver Creek Falls Highway
State Street - Santiam Highway
Hwy. No. 163 - M.P. 2.63 to 3.64

To: Gerald W. Wimer
REGIONAL CONSTRUCTION ENGR.

Another look has been taken at the parking situation on Lancaster Drive from State Street to the Santiam Highway. At the present time there is no parking allowed. The continuous two-way left turn lane is 16 feet wide, the inside lanes are 12 feet and the curb lanes are 16 feet wide to make a total width of 72 feet. There are 24 homes and eight businesses on the west side which have accesses on Lancaster. There are 22 homes and nine businesses along the east side. All of the businesses with the exception of three service stations are located between State Street and the horizontal curve. Most of the driveways on the west side have been shortened to about 20 feet. Along the east side, most of the houses are located further back from the curb and are of an older design with the garages more or less unattached and located near the rear of the houses. This results in a driveway long enough to park several cars. There are only six houses on the east side which have driveways as short as those on the west side.

It is recommended that parallel parking be re-established along the west side. The left turn lane should be 14 feet wide with 12-foot inside lanes and 13-foot curb lanes. This will leave eight feet for parking along the west side.

If this proposal is not acceptable, it is recommended that all the parking remain prohibited. A facility of this caliber should have refuges at the intersections. The intersections are close enough together that going to a continuous lane instead of individual refuges results in a loss of only 23 parking stalls and it provides a much smoother flow of traffic.

R. D. Asburry
REGIONAL ENGINEER

by
Richard Kuehn
Richard A. Kuehn
REGIONAL TRAFFIC ENGINEER

RAK/jc

124-1677

Salem, Oregon
October 19, 1970

John A. Rand
CONSTRUCTION ADMINISTRATION ENGINEER

Permanent Signing
State Street-Santiam Interchange Section
Silverton Falls Secondary

On October 14 the subject project was completed to the stage that permanent signing needed installation. On that date the stop sign at the terminal point of the westbound off ramp from the Santiam Highway was eliminated for west to northbound traffic. That same day "No Parking" signs were installed where through traffic lanes do not leave room for curb parking.

Our files do not contain clear authorization for either of these items but there is some prior history. R. D. Asburry's June 10 letter requested your offices' approval of the striping plan and that steps be taken for prohibition of the parking. Your June 16 reply requested that Marion County's concurrence of the striping plan be secured. Marion County Director of Public Works John Anderson indicated his approval July 7, 1970, on a copy of R. D. Asburry's June 10 letter of transmittal. Copies of all three of these letters are in your files.

Attached hereto is another copy of this striping plan. Your attention is called to note No. 2, parking will have to be prohibited throughout section. It also shows the merging traffic signs at the southerly end. It is understood that you will take whatever steps are necessary to legalize the aforementioned signing.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Miner
REGIONAL CONSTRUCTION ENGINEER

GWM/cg

cc: Ed Hall
Floyd Lacey

NOTED
R. D. ASBURRY

124-1077

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 2

205 EAST SALEM HWY. BLDG. • SALEM, OREGON • 97310 • Phone 364-2171

June 18, 1970

Mr. John Anderson
Marion County Director of Public Works
County Court House
Salem, Oregon

Dear Mr. Anderson:

As per our telephone discussion of this date, I am forwarding our proposal for striping the State Street-Santiam interchange section of the Silver Creek Falls Highway.

I will await your comments on this matter. As I mentioned to you on the telephone we will stripe this section in whatever matter the county wishes inasmuch as the highway is to be turned over to the county upon completion.

Very truly yours,

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

RDT/sr

Attach

APPROVED FOR CONSTRUCTION *

DATE 7-7-70

John A. Anderson
JOHN A. ANDERSON
DIRECTOR OF PUBLIC WORKS
MARION COUNTY, OREGON

RECEIVED
JUN 2[illegible] 1970
MARION COUNTY ENGINEER

*Note: With some reservations - but let's try it.

cc. Traffic Dept.
Const. Dept. 7-16-70

cc: E. T. [illegible]

FORM E-50 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1970

ECEIVED
[illegible] Division No. 2
JUN 16 1970
ROUTING
[illegible] ☐ [illegible] BOYD ☐
[illegible] ☐ [illegible] ☐

SUBJECT: Proposed Striping Plan
State Street-Santiam Interchange Section
Silver Creek Falls Highway

To:

Mr. R. D. Asburry
Division Engineer
EAST SALEM HIGHWAY BUILDING

We return herewith your proposed striping plan along with a copy of a June 12 letter from the Traffic Engineering Division in response to our request for their review and advice on the plan. It is my understanding that when Traffic says they prefer a left turn refuge pattern, they have in mind the standard left turn refuges as used on the sections already reconstructed on Lancaster Drive north from Four Corners. The question arises as to which pattern Director of Public Works Anderson had in mind when he wrote his May 27 letter. Please contact him again and try to clarify this.

Since this section is scheduled to revert to the County's jurisdiction, I believe we should concur in the plan they prefer. My only concern is that we get it clear with them.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

Attach.

FORM 2-30-1 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1970

To: John Bond
Staff Assistant

B U I L D I N G

SUBJECT: Proposed Striping Plan
State Street-Santiam
Interchange Section
Silver Creek Falls Highway

Mr. Gallagher of your office left with us two letters from the Division Office along with a copy of the plan showing proposed striping on the above section. This striping contemplates establishment of a two-way left turn lane through the entire section.

That section of Lancaster Drive north of State Street has standard left turn refuges. The new project is an extension of the above section and it is our belief that the same type of striping layout should be provided. It is noted that John Anderson, in his letter of May 27, also feels that left turn refuges would be preferrable.

L. E. George
Operations Engineer

VPJ:bls
Attachments

Routing
Morgan
Decker
Bond
Walker

RECEIVED
JUN 15 1970
CONSTRUCTION
DIVISION

124-1077

Salem, Oregon
June 10, 1970

F. [illegible] Larson
CONSTRUCTION ENGINEER

Proposed Striping Plan
State Street-Santiam Interchange Section
Silver Creek Falls Highway

As the County will be taking over the subject section after the completion of the present construction contract, I contacted Marion County Director of Public Works John Anderson regarding his ideas as to how he would like to have this section striped. He replied by letter, see attached copy, in that he thought there should be a left turn refuge all the way or at least most the way through the entire section.

Division Traffic Engineer [illegible] has drawn up a proposal which has been reviewed by Mr. Anderson's Assistant [illegible] who seemed to be very well pleased with this plan. To put this plan into effect it would necessitate a parking prohibition throughout the entire length of the section.

Would you please review this plan and if it meets with your approval, have the necessary steps taken whereby the parking can be prohibited and we will proceed at the proper time to stripe it as indicated.

R. L. McMurry
DIVISION ENGINEER

RLM/cg

Attach.

cc: F. B. Crandall
F. T. Lacey
D. J. Hall

NOTED
GERALD WIMER

JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

NACE
CHARTER MEMBER

THEO. KUENZI
ASST. COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301

AREA CODE 503
364-4401, EXT. 53

May 27, 1970

RECEIVED
DIVISION ENGINEER - Division No. 2
MAY 28 1970
ROUTING
ASBURRY ☑ WIMER ☑ BOYD
CANFIELD ☑ ☐ ☐

Mr. R. D. Asburry
Division Engineer
Oregon State Highway Department
205 East Salem Highway Building
Salem, Oregon 97310

Dear Mr. Asburry:

In response to your letter of March 31, 1970, I would concur in your recommendations.

I might suggest in the improvement of Lancaster Drive between State Street and Santiam Highway that on completion it be so marked as to eliminate most of the parking. I feel that there are sufficient intersecting streets to require left-turn refuges to serve them.

Very truly yours,

John A. Anderson

John A. Anderson
Director of Public Works

JAA:im
cc:Board of Commissioners

Cc Roger - Please prepare rough plan to show county of your idea for a 16' median treatment
RDA

Const.
E.J. Hall 6-1-70cg

124-1402

April 13, 1967

Mr. John Anderson
Marion County Engineer
Marion County Court House
Salem, Oregon

Subject: Left Turn Refuges
On Lancaster Drive
At State Street

Dear Sir:

If a left turn refuge is ever provided at the subject location and the County is unable to acquire right of way in the northwest quadrant to continue the 64-foot street width throughout the County's portion of the refuge area, our department would have no objection to the plan submitted with your March 22 letter.

Your plan has been redrawn to show how it would operate south of State Street after we constructed a 72-foot curbed section. That plan is attached.

Very truly yours,

R. D. Asbury
Division Engineer

By

Gerald Wimer
Assistant Division Engineer

GW:am
cc F. D. Morgan
H. S. Cox
F. T. Lacey
E. J. Hall

NOTED
R. D. ASBURY

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1967

SUBJECT: State Street-Santiam Intchge Section
Silver Creek Falls Highway
Marion County

To:

Mr. R.D. Asburry
Division II Engineer
Salem, Oregon

Attention: Mr. Gerald Wimer

Herewith three copies of a plan to fit our striping into the County's proposal as submitted to us by your letter dated March 29.

It appears there will be no problems involved in this change, and you can so inform Mr. Anderson so that he can proceed with his right of way negotiations.

F.D. Morgan
Construction Engineer

By D. J. Barbee

D.J. Barbee
Assistant Construction Engineer

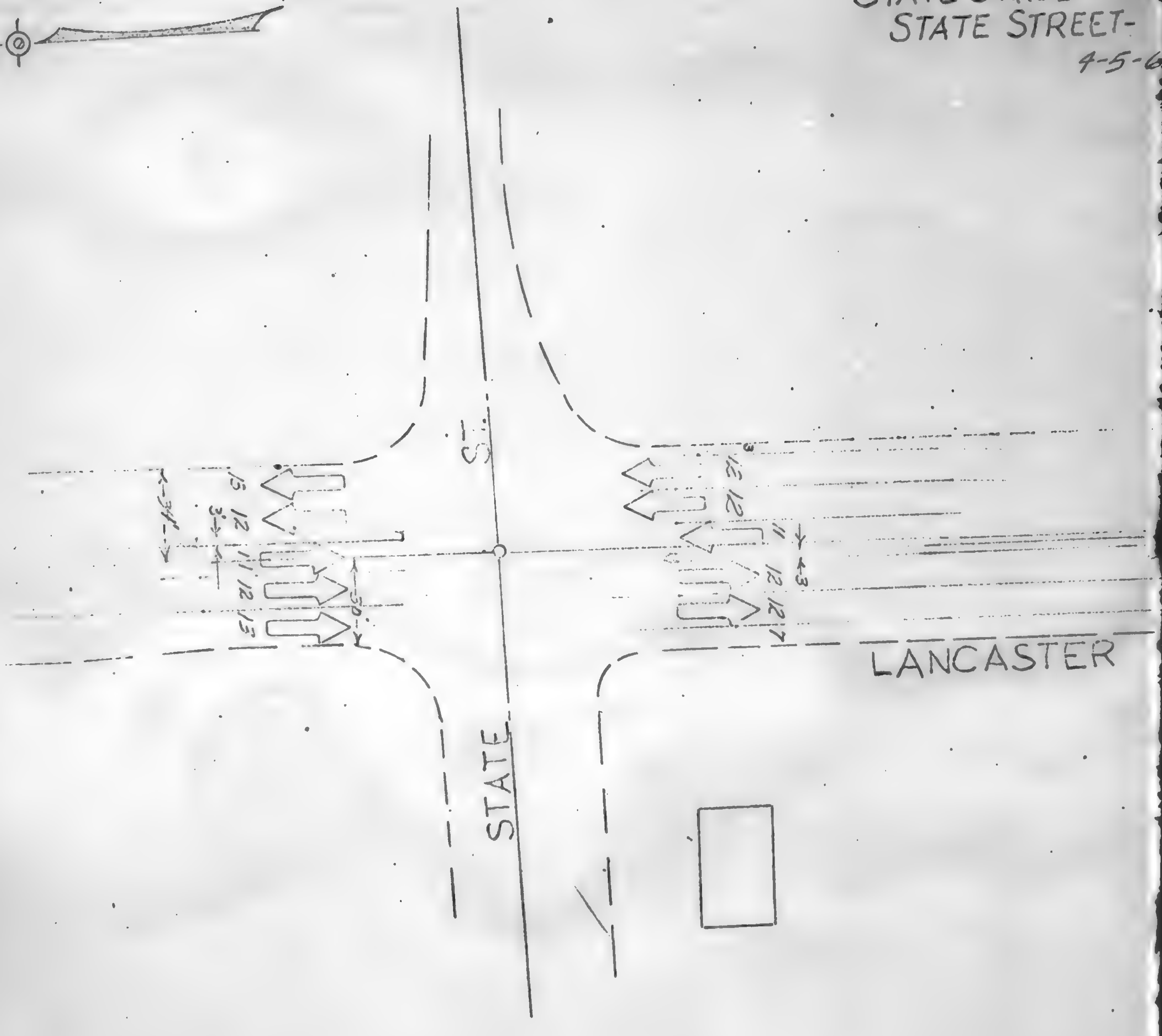
DNS:jr
Attach

cc: F.B. Klaboe

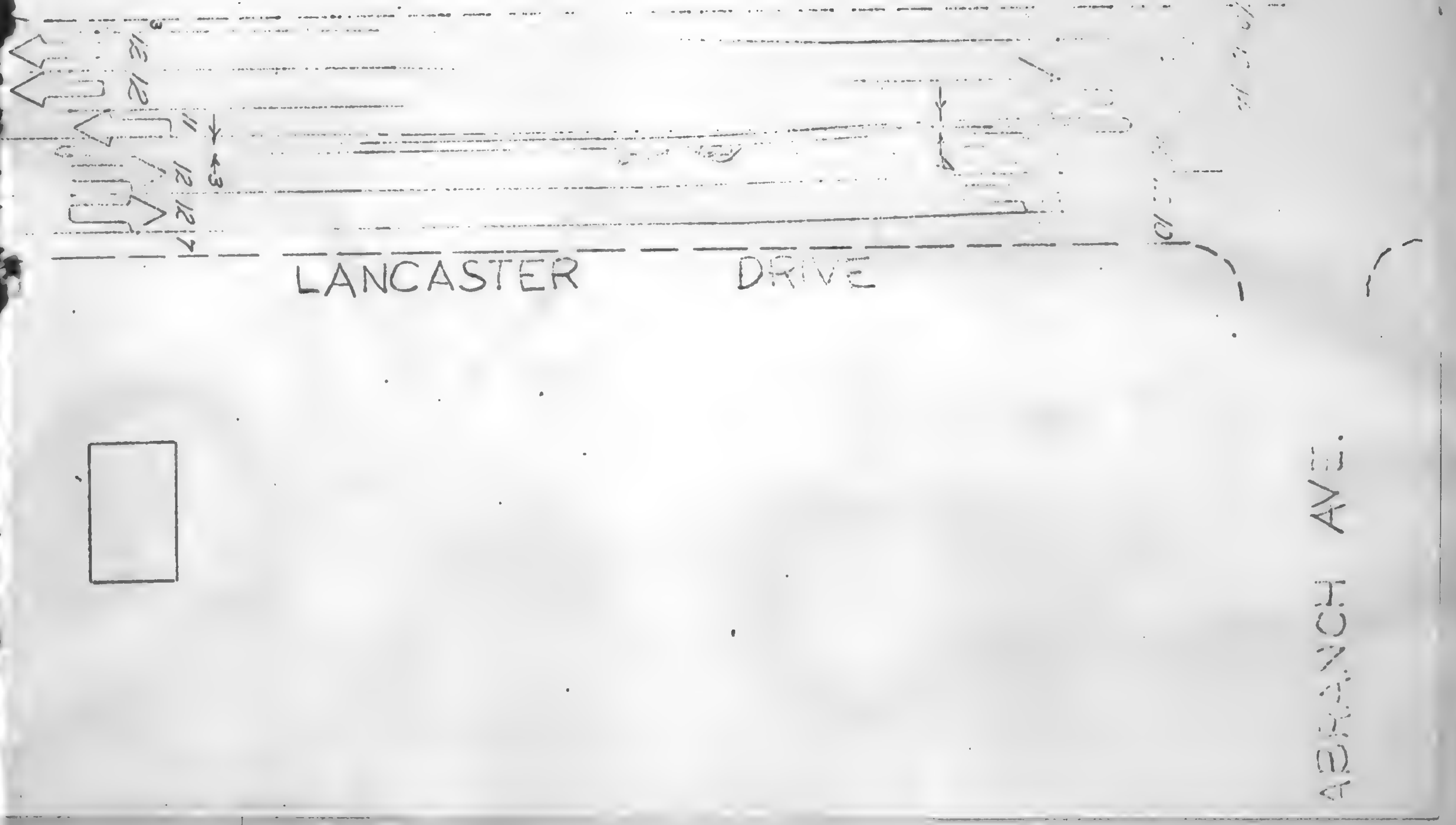
NOTED

17.

STATE STREET- SA
STATE STREET-
4-5-6



STATE STREET- SANTIAM INTCHG. SEC.
STATE STREET- CONNECTION
4-5-67



Salem, Oregon
June 15, 1966

Mr. F. D. Morgan
Construction Engineer
Department

Left Turn Refuges
State Street-North Santiam Highway Sec.
Silver Falls Secondary

Since the subject project was submitted by this office, a further plan for left turn refuges has been added. It is my understanding from Mr. Barbee that these would not ever be put into effect until the need becomes critical. That is, for the present time, curb parking would be much preferable and more useful to the traffic than the left turn refuges.

Generally speaking, most all of the intersections have some left turning traffic and are about equally in need of left turn refuges whenever they are put into effect. From this standpoint, the eventual plans should call for left turn refuges on a continuous basis without ducking in and out three or four times as the drawings presently propose.

This ducking in and out only adds 21 stalls, which is hardly worth the traffic not being able to follow a constant and uniform center line.

R. D. Asburry
Division Engineer

By

Gerald Wimer
Assistant Division Engineer

GW:bjw

124-1402

FORM E-90 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1966

SUBJECT: Informal Hearing
Lancaster Drive-N. Santiam Highway Section
Silver Creek Falls Highway

To: Memo to the Files

State Forester J. E. (Ed) Schroeder has asked on behalf of a number of the residents with property adjoining the subject section that we informally describe the project. A date of 7:30 p.m., May 31, at the Four Corners Fire Hall has been set for this purpose. He will arrange for the room and inform the interested property owners.

Gerald Wimer
Assistant Division Engineer

GW:am
cc D. J. Barbee
E. J. Benner
E. J. Hall

NOTED
R. D. ASBURRY

Re: Lancaster Drive Project

Jerry:

1) A constant 16' median would
   a) Lose 5 parking stalls south of Mahrt but would allow left turn refuges at Mahrt

   b) Lose 8 Stalls near Beck Ave but would allow left turn refuges at Beck

   c) Lose 8 Stalls near Glenwood but would allow left turn refuges at Glenwood

Total 21 Stalls - many of which are in areas were There isn't much Parking. Also, a constant width median would look better because it wouldn't be going in and out all The time.

2) I don't think a traffic signal is warrented at any of The intersecting streets in This area. However, because of The school children who must cross The hwy, a push button [illegible] school crossing signal would probably be in order, if we could [illegible] to cross at [illegible] with

The area as you are, but I would think either Durbin Ave or Glenwood Drive would be good locations. Durbin Ave is on The curve, but It looks like Sight distance is adequate. If The crossing were at Glenwood kids living north would have to go out of Their way.

3) We would have to have enough footpaths to get kids to and from the crossing. It would seem we should have one on the west of the hwy.

4) Personally, I Think The left-turn refuges should be put in now. We will have real trouble doing it later after more business are located along this stretch. I would also Think we should carry The refuges south to a point just north of The Southern Hwy.

Roger

1'

STATE COPY

Monthly transaction number 12-21	FO R-2A (Rev. 10-68) DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	te Oregon
Project report number 4	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
Modification number 2	(PPM 21-7) 12-8-70	Project number SU-442(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 21, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 570,926	$ 580,772
Federal funds	$ 362,700	$ 369,022
Other revisions		

This modification is made for the following reasons:

To include cost of revising signals at State Street and Lancaster Drive and increase engineering from 13-1/2% to 15%.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8 day of December, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. SU-442(2)

STATE STREET-SANTIAM INTERCHANGE SECTION

SILVER CREEK FALLS HIGHWAY IN MARION COUNTY

Salem, Oregon, November 30, 1970

Revised project agreement estimate.

Type Code 6203
Roadway (Sta. 0+00 to Sta. 56+20)

Temporary Protection and Direction of Traffic	All Required		$ 5,000.00
Clearing and Grubbing	All Required		15,000.00
Removal of Structures and Obstructions	All Required		10,000.00
Ditch Excavation	470 cu.yd.	2.00	940.00
General Excavation	17,400 cu.yd.	2.50	43,500.00
Borrow Excavation	3,400 cu.yd.	2.50	8,500.00
Trench Excavation	3,850 cu.yd.	2.10	8,085.00
Finishing Roadbed and Slopes	All Required		4,000.00
Furnishing and Placing Topsoil	1,200 cu.yd.	4.00	4,800.00
Watering	550 M-gal.	4.00	2,200.00
Bituminous Base Mixture	6,600 ton	5.25	34,650.00
Asphalt in Bituminous Base Mixture	360 ton	33.00	11,880.00
3/4" - 0 Aggregate Base	4,330 ton	4.00	17,320.00
Plant-Mix Aggregate Base	33,200 ton	2.85	94,620.00
Class "B" Asphalt Concrete Mixture	9,750 ton	5.50	53,625.00
Asphalt Cement in Mixture	630 ton	33.00	20,790.00
Asphalt in Tack Coat	6 ton	60.00	360.00
3/4" - 0 Aggregate in Prime Coat	230 cu.yd.	6.50	1,495.00
RC-250 Asphalt in Prime Coat	40 ton	60.00	2,400.00
24-inch Culvert Pipe	32 lin.ft.	5.70	182.40
8-inch Sewer Pipe	1,500 lin.ft.	3.50	5,250.00
12-inch Sewer Pipe	2,630 lin.ft.	4.50	11,835.00
15-inch Sewer Pipe	140 lin.ft.	5.90	826.00
18-inch Sewer Pipe	2,250 lin.ft.	8.50	19,125.00
21-inch Sewer Pipe	270 lin.ft.	9.40	2,538.00
24-inch Sewer Pipe	550 lin.ft.	12.00	6,600.00
30-inch Sewer Pipe	160 lin.ft.	15.50	2,480.00
Extra for Pipe Under Pavement	360 lin.ft.	9.00	3,240.00
Concrete Manholes	15 only	310.00	4,650.00
Concrete Inlets, Type G-1	40 only	90.00	3,600.00
Concrete Inlets, Type G-2	7 only	90.00	630.00
Concrete Inlets, Type D	7 only	110.00	770.00

Concrete Inlets, Type CG-1	3 only	110.00	$ 330.00
Concrete Inlets, Type CG-2	1 only	110.00	110.00
Special Inlets	6 only	120.00	720.00
Guard Rail, Type 2A	150 lin.ft.	7.25	1,087.50
Guard Rail Anchors	1 only	280.00	280.00
Extra for Guard Rail Bridge Connection	1 only	275.00	275.00
Concrete Driveways	2,360 sq.yd.	6.25	14,750.00
Concrete Curbs	320 cu.yd.	45.00	14,400.00
Extra for Asphalt Traffic Markers	440 lin.ft.	1.00	440.00
Extra for Asphalt Walks	4,300 sq.yd.	2.50	10,750.00
Salvaging Type 2 Fence	240 lin.ft.	2.00	480.00
Type 2 Fence-Salvaged	240 lin.ft.	2.00	480.00
Adjusting Manholes	11 only	60.00	660.00
Adjusting Inlets	1 only	60.00	60.00
Capping Inlets	4 only	70.00	280.00
Furnishing and Planting Shrubs	1,060 only	4.00	4,240.00
Inorganic Fertilizer, 22-16-8-2S	3 cwt.	12.00	36.00
Bark Mulch	22 unit	33.00	726.00
1/2-inch Water Pipe	140 lin.ft.	0.50	70.00
3/4-inch Water Pipe	270 lin.ft.	0.60	162.00
1-inch Water Pipe	150 lin.ft.	0.65	97.50
1 1/4-inch Water Pipe	55 lin.ft.	0.70	38.50
1 1/2-inch Water Pipe	65 lin.ft.	0.75	48.75
2-inch Water Pipe	70 lin.ft.	1.00	70.00
1 1/4-inch Galvanized Steel Water Pipe	90 lin.ft.	1.10	99.00
2-inch Galvanized Steel Water Pipe	70 lin.ft.	2.25	157.50
2-inch Manual Section Valve	1 only	40.00	40.00
2-inch Atmospheric Vacuum Breakers	1 only	40.00	40.00
Shrubbery Sprinkler Heads	40 only	5.00	200.00
			$452,019.15
Revise Signal Installation Complete	All Required		$ 3,000.00
Traffic Signal Installation Complete	All Required		46,000.00
Flagging (60% of Contractor's Cost)	All Required		5,000.00
			$ 53,000.00
	Subtotal		$505,019.15
	Engr. & Cont.		75,752.85
	Total		$580,772.00

Length of Roadway - - - - 1.062 Miles
Cost of Roadway Per Mile- $546,866.29

SUMMARY OF FUNDS

Federal Funds -	$369,022.00
State Funds -	211,750.00
Total Cost	$580,772.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Prefix: 124-1077
Contract No. 7362

STATE STREET-SANTIAM INTERCHANGE SECTION

FEDERAL-AID PROJECT SU-442(2)

Nonparticipating - State Work

Setting Mailbox Posts	70 only	35.00	$ 2,450.00
Striping	All Required		300.00
Suburban E. Salem Water District	All Required		500.00
E. Salem Sewer & Drainage Dist. No. 1	All Required		500.00
N.W. Natural Gas	All Required		1,000.00
			$ 4,750.00

Monthly transaction number 7-41	PR-2A 10-68)	State Oregon
Project report number 4	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	County Marion
Modification number 1	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-23-70	Project number SU-442(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 21, 19 70, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 518,716	$ 570,926
Federal funds	$ 329,500	$ 362,700
Other revisions		

This modification is made for the following reasons:

To include increase in cost by addition of traffic signals.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of July, 19 70.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For R. E. Simpson

Oregon State Highway Division

Federal Aid
Project No. SU-442(2)

STATE STREET-SANTIAM INTERCHANGE SECTION

SILVER CREEK FALLS HIGHWAY IN MARION COUNTY

Salem, Oregon, July 17, 1970

Revised Project agreement estimate

Type Code 6103
Roadway (Sta. 0+00 to Sta. 56+20)

Temporary Protection and Direction of Traffic	All Required		$ 5,000.00
Clearing and Grubbing	All Required		15,000.00
Removal of Structures and Obstructions	All Required		10,000.00
Ditch Excavation	470 cu.yds.	2.00	940.00
General Excavation	17,400 cu.yds.	2.50	43,500.00
Borrow Excavation	3,400 cu.yds.	2.50	8,500.00
Trench Excavation	3,850 cu.yds.	2.10	8,085.00
Finishing Roadbed and Slopes	All Required		4,000.00
Furnishing and Placing Topsoil	1,200 cu.yds.	4.00	4,800.00
Watering	550 M-gals.	4.00	2,200.00
Bituminous Base Mixture	6,600 tons	5.25	34,650.00
Asphalt in Bituminous Base Mixture	360 tons	33.00	11,880.00
3/4"-0 Aggregate Base	4,330 tons	4.00	17,320.00
Plant Mix Aggregate Base	33,200 tons	2.85	94,620.00
Class "B" Asphalt Concrete Mixture	9,750 tons	5.50	53,625.00
Asphalt Cement in Mixture	630 tons	33.00	20,790.00
Asphalt in Tack Coat	6 tons	60.00	360.00
3/4"-0 Aggregate in Prime Coat	230 cu.yds.	6.50	1,495.00
RC-250 Asphalt in Prime Coat	40 tons	60.00	2,400.00
24-inch Culvert Pipe	32 lin.ft.	5.70	182.40
8-inch Sewer Pipe	1,500 lin.ft.	3.50	5,250.00
12-inch Sewer Pipe	2,630 lin.ft.	4.50	11,835.00
15-inch Sewer Pipe	140 lin.ft.	5.90	826.00
18-inch Sewer Pipe	2,250 lin.ft.	8.50	19,125.00
21-inch Sewer Pipe	270 lin.ft.	9.40	2,538.00
24-inch Sewer Pipe	550 lin.ft.	12.00	6,600.00
30-inch Sewer Pipe	160 lin.ft.	15.50	2,480.00
Extra for Pipe Under Pavement	360 lin.ft.	9.00	3,240.00
Concrete Manholes	15 only	310.00	4,650.00
Concrete Inlets, Type G-1	40 only	90.00	3,600.00

Concrete Inlets, Type C-2	7 only	90.00	$ 630.00
Concrete Inlets, Type D	7 only	110.00	770.00
Concrete Inlets, Type CG-1	3 only	110.00	330.00
Concrete Inlets, Type CG-2	1 only	110.00	110.00
Special Inlets	6 only	120.00	720.00
Guard Rail, Type 2A	150 lin.ft.	7.25	1,087.50
Guard Rail Anchors	1 only	280.00	280.00
Extra for Guard Rail Bridge Connection	1 only	275.00	275.00
Concrete Driveways	2,360 sq.yds.	6.25	14,750.00
Concrete Curbs	320 cu.yds.	45.00	14,400.00
Extra for Asphalt Traffic Markers	440 lin.ft.	1.00	440.00
Extra for Asphalt Walks	4,300 sq.yds.	2.50	10,750.00
Salvaging Type 2 Fence	240 lin.ft.	2.00	480.00
Type 2 Fence-Galvaged	240 lin.ft.	2.00	480.00
Adjusting Manholes	11 only	60.00	660.00
Adjusting Inlets	1 only	60.00	60.00
Capping Inlets	4 only	70.00	280.00
Furnishing and Planting Shrubs	1,060 only	4.00	4,240.00
Inorganic Fertilizer 23-16-8-28	3 cwt.	12.00	36.00
Bark Mulch	22 units	33.00	726.00
1/2-inch Water Pipe	140 lin.ft.	0.50	70.00
3/4-inch Water Pipe	270 lin.ft.	0.60	162.00
1-inch Water Pipe	150 lin.ft.	0.65	97.50
1 1/4-inch Water Pipe	55 lin.ft.	0.70	38.50
1 1/2-inch Water Pipe	65 lin.ft.	0.75	48.75
2-inch Water Pipe	70 lin.ft.	1.00	70.00
1 1/4-inch Galvanized Steel Water Pipe	90 lin.ft.	1.10	99.00
2-inch Galvanized Steel Water Pipe	70 lin.ft.	2.25	157.50
2-inch Manual Section Valve	1 only	40.00	40.00
2-inch Atmospheric Vacuum Breakers	1 only	40.00	40.00
Shrubbery Sprinkler Heads	40 only	5.00	200.00
			$ 452,019.15
Traffic Signal Installation, Complete	All Required		46,000.00
Flagging (60% of Contractor's Cost)	All Required		5,000.00
	Subtotal		$ 503,019.15
	Engr. & Cont.		67,906.85
	Total		570,926.00

Length of Roadway	1.062 miles
Cost of Roadway Per Mile	$537,595.10

SUMMARY OF FUNDS

Federal Funds	$362,700.00
State Funds	208,226.00
Total Cost	$570,926.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 -100%
Prefix - 134-1077
Contract No. 7362

STATE STREET-SANTIAM INTERCHANGE SECTION

FEDERAL AID PROJECT SU-442(2)

Nonparticipating - State Work

Setting Mailbox Posts	70 only	35.00	$	2,450.00
Striping	All Required			300.00
Suburban N. Salem Water Dist.	All Required			500.00
N. Salem Sewer & Drainage Dist. No. 1	All Required			1,000.00
N. W. Natural Gas	All Required			4,750.00

STATE COPY

Form Approved; Budget Bureau No. 04-R2089.1

C

MONTHLY TRANSACTION NO. 5-58	FO R-2 (RE -69) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Marion
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-21-70	PROJECT NO. SU-442(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

State Street - Santiam Interchange Section Silver Creek Falls Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-2-70	1.062
OTHER (Specify)		

FUNDS Pro rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 518,716	$ 329,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Klabo

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By G. L. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer May 21, 1970

EXISTING STOCKS OF PR-2 (REV. 3-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. SU-442(2)

STATE STREET-SANTIAM INTERCHANGE SECTION

SILVER CREEK FALLS HIGHWAY IN MARION COUNTY

Salem, Oregon, May 11, 1970

Project agreement estimate.

Type Code 6203
Roadway (Sta. 0+00 to Sta. 56+20)

Temporary Protection and Direction of Traffic	All Required		$ 5,000.00
Clearing and Grubbing	All Required		15,000.00
Removal of Structures and Obstructions	All Required		10,000.00
Ditch Excavation	470 cu.yd.	2.00	940.00
General Excavation	17,400 cu.yd.	2.50	43,500.00
Borrow Excavation	3,400 cu.yd.	2.50	8,500.00
Trench Excavation	3,850 cu.yd.	2.10	8,085.00
Finishing Roadbed and Slopes	All Required		4,000.00
Furnishing and Placing Topsoil	1,200 cu.yd.	4.00	4,800.00
Watering	550 M-gal.	4.00	2,200.00
Bituminous Base Mixture	6,600 ton	5.25	34,650.00
Asphalt in Bituminous Base Mixture	360 ton	33.00	11,880.00
3/4" - 0 Aggregate Base	4,330 ton	4.00	17,320.00
Plant Mix Aggregate Base	33,200 ton	2.85	94,620.00
Class "B" Asphalt Concrete Mixture	9,750 ton	5.50	53,625.00
Asphalt Cement in Mixture	630 ton	33.00	20,790.00
Asphalt in Tack Coat	6 ton	60.00	360.00
3/4" - 0 Aggregate in Prime Coat	230 cu.yd.	6.50	1,495.00
RC-250 Asphalt in Prime Coat	40 ton	60.00	2,400.00
24-inch Culvert Pipe	32 lin.ft.	5.70	182.40
8-inch Sewer Pipe	1,500 lin.ft.	3.50	5,250.00
12-inch Sewer Pipe	2,630 lin.ft.	4.50	11,835.00
15-inch Sewer Pipe	140 lin.ft.	5.90	826.00
18-inch Sewer Pipe	2,250 lin.ft.	8.50	19,125.00
21-inch Sewer Pipe	270 lin.ft.	9.40	2,538.00
24-inch Sewer Pipe	550 lin.ft.	12.00	6,600.00
30-inch Sewer Pipe	160 lin.ft.	15.50	2,480.00
Extra for Pipe Under Pavement	360 lin.ft.	9.00	3,240.00
Concrete Manholes	15 only	310.00	4,650.00
Concrete Inlets, Type G-1	40 only	90.00	3,600.00
Concrete Inlets, Type G-2	7 only	90.00	630.00
Concrete Inlets, Type D	7 only	110.00	770.00
Concrete Inlets, Type CG-1	3 only	110.00	330.00
Concrete Inlets, Type CG-2	1 only	110.00	110.00
Special Inlets	6 only	120.00	720.00
Guard Rail, Type 2A	150 lin.ft.	7.25	1,087.50
Guard Rail Anchors	1 only	280.00	280.00

Extra for Guard Rail Bridge Connection	1 only	275.00	275.00
Concrete Driveways	2,360 sq.yd.	6.25	14,750.00
Concrete Curbs	320 cu.yd.	45.00	14,400.00
Extra for Asphalt Traffic Markers	440 lin.ft.	1.00	440.00
Extra for Asphalt Walks	4,300 sq.yd.	2.50	10,750.00
Salvaging Type 2 Fence	240 lin.ft.	2.00	480.00
Type 2 Fence - Salvaged	240 lin.ft.	2.00	480.00
Adjusting Manholes	11 only	60.00	660.00
Adjusting Inlets	1 only	60.00	60.00
Capping Inlets	4 only	70.00	280.00
Furnishing and Planting Shrubs	1,060 only	4.00	4,240.00
Inorganic Fertilizer 22-16-8-2S	3 cwt.	12.00	36.00
Bark Mulch	22 unit	33.00	726.00
1/2-inch Water Pipe	140 lin.ft.	0.50	70.00
3/4-inch Water Pipe	270 lin.ft.	0.60	162.00
1-inch Water Pipe	150 lin.ft.	0.65	97.50
1 1/4-inch Water Pipe	55 lin.ft.	0.70	38.50
1 1/2-inch Water Pipe	65 lin.ft.	0.75	48.75
2-inch Water Pipe	70 lin.ft.	1.00	70.00
1 1/4-inch Galvanized Steel Water Pipe	90 lin.ft.	1.10	99.00
2-inch Galvanized Steel Water Pipe	70 lin.ft.	2.25	157.50
2-inch Manual Section Valve	1 only	40.00	40.00
2-inch Atmospheric Vacuum Breakers	1 only	40.00	40.00
Shrubbery Sprinkler Heads	40 only	5.00	200.00
			$452,019.15
Flagging (60% of Contractor's Cost)	All Required		$ 5,000.00
	Subtotal		$457,019.15
	Engr. & Cont.		61,696.85
	Total		$518,716.00

Length of Roadway - - - - - - - - - - 1.062 Miles
Cost of Roadway per Mile - - - - - - $488,433.14

SUMMARY OF FUNDS

Federal Funds -	$329,500.00
State Funds -	189,216.00
Total Cost -	$518,716.00

State Funds for Const.: Chap. 175, Laws 1917; Chap 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Prefix - 124-1077
Contract No. 7362

STATE STREET-SANTIAM INTERCHANGE SECTION

FEDERAL AID PROJECT SU-442(2)

Nonparticipating - State Work

Setting Mailbox Posts	70 only	35.00	$ 2,450.00
Striping	All Required		300.00
Suburban E. Salem Water Dist.	All Required		500.00
E. Salem Sewer & Drainage Dist. No. 1	All Required		500.00
N. W. Natural Gas	All Required		1,000.00
			$ 4,750.00

STATE STREET-SANTIAM INTERCHANGE SECTION

FEDERAL AID PROJECT SU-442(2)

Nonparticipating - State Work

Setting Mailbox Posts	70 only	35.00	$ 2,450.00
Striping	All Required		300.00
Suburban E. Salem Water Dist.	All Required		500.00
E. Salem Sewer & Drainage Dist. No. 1	All Required		500.00
N. W. Natural Gas	All Required		1,000.00
			$ 4,750.00

12-7-70

FORM PR-1240
(Rev. 6-68)

RECEIVED
DEC 10 1970
FILING

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SU 442(2)

STATE PROJECT NO. STATE STREET TO SANTIAM INTERCHANGE SECT.

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. S-1022

COUNTY NAME MARION

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO: SU-442(2)
7362

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

12-9-70
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	DECEMBER 4, 1970	FAS ROUTE 679	STATE ROUTE #163

LIMITS OF AUTHORITY

AS REQUESTED IN MR. YOUNG'S NOVEMBER 30, 1970 LETTER WE APPROVE THE MINOR PROGRAM CHANGE TO INCLUDE THE REVISION OF THE TRAFFIC SIGNALS AT STATE STREET AND LANCASTER DRIVE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* REVISION OF TRAFFIC SIGNALS
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THIS SUPPLEMENTS MY AUTHORIZATION OF APRIL 2, 1970 WHICH COVERED THE BALANCE OF WORK UNDER THIS PROJECT.

NOTED
TOM EDWARDS

RECEIVED
DEC 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-7-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
DEC 14 1970
FORM E-30 (4-70)
FOR FILING

SU-442(2)
7362

SP*32503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1970

SUBJECT: State St.-N. Santiam Hwy. Section
Silver Creek Falls Highway
Marion County

To: Mr. Rod Henry
District Supervisor
East Salem Highway Building

With reference to R/W negotiations on the above-noted project, in my contacts with each of the 72+ property owners, I advised them of our proposed construction plans and R/W proposal. The construction plan typical cross section indicates (from center-line) a 2 ft. median, two 12-ft. travel lanes, a 10-ft. parking shoulder, curb, and sidewalk.

In the case of the commercial properties at the north end of the project, customer parking before and after the project was a major factor in negotiations, and the implied availability of parallel parking after the project probably influenced the grantors' decisions regarding the R/W acquisition. To a large extent this was also true in the residential areas, substituting customer parking for grantors' parking. Nearly all the residential properties lost a considerable amount of their off-street parking area; and the available on-street parking after the project was a substantial selling factor in the grantoru' decision regarding R/W acquisition. I believe my negotiation records will bear out the importance of the parking factor to the individual property owner.

David G. Talbot
State Parks Superintendent

By
Ray Wilson, Assistant
State Parks Superintendent

RW:dh

RECEIVED
DEC 28 1970

SU-442(2)
7362

December 1, 1970

Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

The Oregon State Highway Commission at its meeting on November 24, 1970, granted your request for a 60-day extension, without assessment of liquidated damages, on Contract No. 7362 for work on the State Street-Santiam Interchange Section of the Silver Creek Falls Highway in Marion County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc F. D. Morgan
V. E. Skoog
R. D. Asburry
E. J. Hall

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1970

SUBJECT: Request for Time Extension
State Street-Santiam Interchange Section
Contract No. 7362

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Salem Road and Driveway Company requests a total of 60 days contract time extension on this project because of delay in relocating utility poles (both power and telephone) and four added orders, the most significant being the late Price Agreement which added traffic signals at two intersections.

The contractor started work on this project on May 14, 1970 ahead of the start of the day count which began May 19. After allowing for two short stop work orders over the 4th of July and Labor Day weekends, the 145 days allowed expired October 17, 1970. As of today, there are 23-1/2 days liquidated damages accrued at the rate of $100 per day.

The project will be placed under stop work order very soon to await delivery of the signal materials. It is possible the signal work will be done during the winter dormant no day count period, in which case no further time would accrue until next spring when the final lift paving can be done. About 4,600 ton of the contract A.C. is yet to be laid.

The telephone poles are still in place on the east side through part of the project. The contractor has been very cooperative in working around them and even placed the base lift paving around them with only a very modest price agreement adjustment which covers filling the holes after the poles are ultimately removed.

In addition to the utility conflict, the contractor did about 2,000 cubic yards of unplanned subgrade excavation, installed several additional special drains, connected roof drains to the storm system, additional driveway paving at 64 locations, and guardrail modifications at the south end of the project where rail connects to an existing structure. The added traffic signals are covered by an order that was just approved in October.

The 60 days extension requested is recommended by both the Resident Engineer and the Regional Office. We concur that the changes and additions described above justify the 60 days and recommend it. This is a Federal-aid Secondary project that does not require specified Federal Highway Administration approval. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
ccV. L. Gallagher

RECEIVED
NOV 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1970
FOR FILING

October 29, 1970

3700

Mr. John A. Anderson
Director of Public Works
Marion County Courthouse
Salem, Oregon 97301

Dear Mr. Anderson:

In response to your letter of October 1 regarding the intersection of Lancaster Drive and State Street, we have considered three-phase signalization to reduce congestion.

The primary cause of congestion is left-turn movements, which are heavy and conflicting. Three-phase operation could not provide protected intervals for those movements.

It may be best to provide for four-phase operation with overlaps wherever possible. Pretimed operation would work successfully because of a more or less constant balance of traffic.

The estimated cost of converting the signals to four-phase pretimed operation is $3000. We would be willing to enter into the standard agreement with the County for the change, provided the County would pay one-half the cost of the change and care for future maintenance and power consumption.

Will you please advise me of the County's reaction to this idea.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. B. Crandall
R. D. Asburry

VPJ:njc sr

FORM [illegible] SP*25087-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 27, 1970

To: L. E. George
Operations Engineer
OFFICE

SUBJECT: Traffic Signal Operation
State St. @ Lancaster Dr.
Four Corners

FBK 3700

Mr. Klaboe asked that I retrieve this assignment from the Region Office and process it today.

At the present time the immediate approaches from all four directions carry two lanes of approaching traffic. The second lanes on the State Street [east and west] approaches are right-turn-only.

Tabulated below are the 24-hour total entering and left-turn volumes for each of the four approaches:

Approach	Total Entering Volume	Left Turn Volume
North	5944	915
South	4133	842
TOTALS	10,077	1,757
East	4276	230
West	3770	1815
TOTALS	8,046	2,045

The pattern of left turns reverses between the morning and evening peak hours. During the period from 7:00 to 9:00 a.m. there were 265 left turns from Lancaster and 176 from State. Between 4:00 and 6:00 p.m. there were 282 left turns from Lancaster as compared to 468 from State.

The traffic pattern at this intersection is such that three-phasing would be of doubtful value [which should be the third phase]. Some type of four-phase operation, although extremely inefficient, would seem to be in order.

FORM E-302—50M—7-68 SP*23657-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 27, 1970

SUBJECT:
Traffic Signal Operation
State St. @ Lancaster Dr.
Four Corners

FBK 3700

To:
L. E. George
Operations Engineer
OFFICE

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The traffic pattern at this intersection is such that three-phasing would be of doubtful value [which should be the third phase]. Some type of four-phase operation, although extremely inefficient, would seem to be in order.

The following table shows volume-capacity relationships under four-phase operation:

Movement	No. Lanes	Total Volume	Lane Volume	Assumed Capacity	Vol./Cap. Ratio
From the North	2	605	302	1,000	0.30
From the South	2	359	180	1,000	0.18
From the East	1 1/	86	86	1,000	0.09
From the West	1 2/	339	339	1,000	0.34
				TOTAL	0.91

1/ East-to-west and south.
2/ West-to-east and north.

The overall volume splits are quite uniform throughout the day. Pre-timed operation should prove successful. By using a system of overlapping movements such as we once used at Capitol and Center, we should be able to cut down on overall delay. $3,000 should pay for all costs of the conversion.

There is attached a rough draft of a letter to John Anderson asking for County participation in the change.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:njc
Attachments

JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

NATIONAL ASSOCIATION COUNTY ENGINEERS
NACE
CHARTER MEMBER

THEO. KUENZI
ASST. COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301

AREA CODE 503
364-4401, EXT. 53

October 1, 1970

REFERRED TO Edwards
FOR R. L. PORTER

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The intersection of Lancaster Drive and East State Street is becoming highly congested and I respectively request that you give immediate investigation of this intersection to see if it warrants three-phase signalization.

Very truly yours,

John A Anderson
John A. Anderson
Director of Public Works

JAA:im
cc:Board of Commissioners

NOTED
F. B. KLABOE

RECEIVED
OCT 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

copy to George
Ref: 4BK 3700
10-2-70

Klaboe

NOV 20 1970

SU-442/2
7362

November 19, 1970

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization is anticipated on the State Street-Santiam Interchange Contract No. 7362. This is on the Silver Creek Falls Highway, and Salem Road and Driveway Company is the contractor. The present authorization of $522,972.98 is expected to overrun by $56,805.07 or 10.9 percent.

This overrun is mainly due to the addition of signals at two intersections within the project. Under the project, an existing two-lane facility is being increased to four lanes and signals are believed needed to assist the movement of traffic from the most heavily used intersecting streets.

I recommend that the total project authorization be increased to $579,778.05.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
E. D. Asburry

JAB:fw sr

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1970

SUBJECT: State St.-Santiam Interchange Section
Contract No. 7362
Request for Project Overrun

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

The subject project is expected to overrun $56,805 or 10.9 percent. The excessive overrun (beyond the allowable 5 percent) is due to one added item of work. This is for the signals at Durbin Street intersection and at Macleay Road intersection which are expected to cost $44,822 or 8.6 percent of the existing project authorization.

This work is covered by two orders. The State is furnishing the controller equipment under State Force Order No. 5 and the contractor will make the installation and furnish all other equipment under Price Agreement No. 15.

The project will not be completed until next year, but since an overrun is inevitable, we should cover it now. A rough draft letter to the Highway Commission and the overrun funds are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
NOV 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOV 18 1970

SU-442(2)

7362

C

November 17, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 3
November 24, 1970 meeting

Gentlemen:

Salem Road and Driveway Company, contractor on the State Street-Santiam Interchange Section of the Silver Creek Falls Highway in Marion County, Contract No. 7362, has requested a 60-day increase in the contract time. The contractor cites interference from utility poles that were to be relocated within the project area and four added work items.

This project involves widening an existing street in a built-up urban area. Both power and telephone facilities have to be relocated and the telephone work particularly has been delayed because of the time required for the company to secure underground cable. Several minor work orders have been added to modify drainage facilities and driveways to fit the adjacent culture. A significant late order added traffic signals at two intersections and the contractor is awaiting delivery of the necessary materials for this.

The contractor started work on the project promptly and has been very cooperative in working around the utilities. The base lift paving has been laid and the project will soon be placed under a stop work order with final paving to be placed next spring.

Because of the utility delay and added work, I recommend that the requested 60-day extension be approved. This is expected to delete all liquidated damages which would accrue at the rate of $100 per day. This is a Federal-aid Secondary project and does not require specific Federal Highway Administration approval.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan, V. E. Skoog, L. H. Young, R. D. Asburry

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7362 Contractor Salem Road & Driveway Co.

Highway Silver Creek Falls

Section State Street-Santiam Interchange

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 60-day extension for delay in utility relocations and added orders (Price Agreement 15, Signals, P.A. 17, Extra approach paving, Extra Work Order 2 Drainage.)

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

State Printing [illegible]

Contract No. 7362

Project designation 124-1077 SU-442(2)
State-Federal

Date awarded May 1, 1970

Work started May 14, 1970

Per cent completed 85% Nov. 10, 1970
Date

No. of Workdays Allowed 145

No. of Workdays Used $169\frac{1}{2}$

No. of Added Workdays Requested 60

E—220 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 20, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 145 days to 205 days, within which to complete our Contract No. 7362, without the assessment of liquidated damages. The said contract is described as follows: Grading and Paving State Street-Santiam Interchange, Silver Creek Falls, Marion County, Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See our letter attached hereto

Respectfully submitted,

Salem Road & Driveway Co.
Contractor

By George A. Lindahl
George A. Lindahl, Secretary

CONSENT OF SURETY

Date October 21, 1970

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

(Bond No. 400 BZ 6762), as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Attorney-in-Fact

(SEAL)

Victor S. Risley Co. by Victor S. Risley
Resident Agent

RECEIVED
NOV 27 1970
FOR FILING

4559

FILED
NOV 1 8 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Nov 18 9 29 AM '70
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310

SU-442(2)
7362

November 17, 1970

Mr. F. P. Stager
Attorney at Law
1201 Commercial Street, S. E.
Salem, Oregon 97302

NOTED ON CARD
11-19-70 RL

Dear Mr. Stager:

This is to acknowledge receipt of your letter of November 16 and attached Notice of Claim with Exhibit A on behalf of your client, J. W. Copeland Yards, stating that GHW Construction Company (subcontractor) owes them for material in the amount of $905.29.

This appears to be in connection with the Salem Road and Driveway Company Contract No. 7362 for work on the State Street-Santiam Interchange Section of the Silver Creek Falls Highway in Marion County.

The St. Paul Fire and Marine Insurance Company through Victor S. Risley Company, 804 Board of Trade Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of J. W. Copeland Yards' claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc St. Paul Fire & Marine Ins. Co.
Victor S. Risley Co.
Salem Road and Driveway Co.

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

F. P. STAGER
ATTORNEY AT LAW
1201 Commercial St. S.E.
Salem, Oregon 97302

Telephone 585-4354

November 16, 1970

Mr. Floyd Query
Secretary of Highway Commission
State of Oregon
Salem, Oregon

Re: State Highway Commission Project #7362

Dear Mr. Query:

Enclosed find the Notice of Claim of J. W Copeland Yards on the above job.

Very truly yours,

F. P. Stager

fpscf

Enc.

RECEIVED
NOV [illegible] 1970
STATE [illegible] COMMISSION

FILED
[illegible]

FILED
FLOYD QUERY

NOTICE OF CLAIM

TO: HIGHWAY COMMISSION, STATE OF OREGON:

Notice hereby is given that the undersigned, J. W. Copeland Yards, has a claim for materials furnished to GBF Construction Co., subcontractor, itemized on the attached Exhibit A, made a part hereof, in the sum of $905.29, against the bond taken from Salem Road and Driveway Co., principal, and St. Paul Fire & Marine Insurance Co., surety, for the work of the widening of Lancaster Drive S. E., Salem, Oregon, being State Highway Commission, project No. 7362.

DATED this 16 day of November, 1970.

J. W. COPELAND YARDS, INC.
An Oregon Corporation,
3901 State Street, Salem, Oregon

By ______________________
Attorney and Agent

Exh. A sent
to Secretary of
State

Form E-372 (Rev. 10-68)

[illegible]
7362

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project STATE STREET • SANTIAM INTERCHANGE Date November 2, 1970

Highway Silver Creek Falls Contract No. 7362

County Marion Kind of Work Grading and Paving Contractor Salem Road & Driveway Co.

	Authorized	Estimated
Contract Amount	454,469.15	461,864.15
Anticipated Items	6,300.00	6,424.00
Contingency (4½%)	20,734.61	64,890.68
Engineering	41,469.22	46,599.22
Credits		
PROJECT COST	522,972.98	579,778.05
NET INCREASE $		56,805.07

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change	
Item #6 - Borrow Excavation (C)	0	8,500.00	CREDIT
7 - Trench Excavation (C)	11,340.00	3,255.00	+
18 & 19 Elimination of Prime Coat (C)	0	3,895.00	CREDIT
21 - 8-Inch Sewer Pipe (C)	8,050.00	2,800.00	+
22 - 12-Inch Sewer Pipe (C)	13,050.00	1,215.00	+
26 - 24-Inch Sewer Pipe (C)	17,160.00	10,560.00	+
35 - Special Inlets (C)	2,810.00	2,090.00	+
I.A. #1 - Furnish Additional Signing (U)		270.00	
2 - Furnish Special Grates for Inlets (U)		409.00	
4 - Foundation Fill Material (U)		2,120.00	
6 - Install electrical conduit (U)		987.70	
7 - Install 4" Drain Pipe in Inlets (U)		85.50	
8 - Construct roadway around telephone poles (U)		2,025.00	
10 - Construct Concrete Walks (U)		565.80	

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 11-24-70

Principal reasons for overruns (Continue on reverse side): 10% of overrun attributable to addition of traffic signal installation at intersections of Durbin and Lancaster and McCleay Road and Lancaster. Also, 880 lineal feet of 24-inch sewer pipe was left out of the bid quantities.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by E. J. Hall
E. J. Hall Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by
Reg Const Division Engineer

Noted by A E Johnson
Asst ~~Deputy~~ State Highway Engineer

SP*25760-734

Expected overrun of Project Authorization
State Street - Santiam Interchange

				NET CHANGE
P.A.	#11 -	Pavement Cutting	(U)	1,005.10
	12 -	Reconstruct Manhole	(U)	680.00
	13 -	Participation in Cost of P.C.C. Sidewalk	(U)	373.13
	14 -	Furnish Mail Box Posts with Crossarms	(U)	700.00
	15 -	Install Traffic Signals	(U)	32,300.00
	17 -	Extra for Asphalt Approaches	(U)	575.00
	18 -	Construct Special Guard Rail Connection to Bridge	(U)	345.00
EWO	# 2 -	Connect Existing Drains	(u)	1,500.00
	3 -	Potholing, sawing A.C., & breaking up concrete	(U)	1,000.00
	4 -	Place topsoil on fill slopes in lawn areas	(U)	1,400.00
	5 -	Furnish Lighted Barricades	(U)	300.00
	6 -	Reconstruct Type "D" Inlets	(U)	200.00
	7 -	Regrade intersections	(U)	1,500.00
SFO #	1 -	Reimburse NW Natural Gas	(U)	974.25
	2 -	Relocate pole for signal light	(U)	500.00
	3 -	Striping	(U)	400.00
	5 -	Furnish Traffic Signal Controllers	(U)	12,522.00
	6 -	Permanent Signing	(U)	1,100.00
	7 -	Install Type 1 Barricade	(U)	2,000.00
	8 -	Reimburse E. Salem Water Dist.	(U)	275.00

7-22-70

C

FORM PR-1240
(REV.
JUL 28 1970
FOR FILE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SU 442(2)

STATE PROJECT NO.

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO. 1022	COUNTY NAME MARION
	ITEM NO.	PROGRAM STAGE (Check) ☐ 1 ☐ 2

TO:
SU-442(2)
7362

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young 7-28-70
Klaboe

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE JULY 22, 1970	FEDERAL ROUTE NUMBER SECONDARY ROUTE NO. 679 STATE ROUTE NUMBER STATE ST. - N. SANTIAM HIGHWAY

LIMITS OF AUTHORITY

AS REQUESTED IN MR. YOUNG'S JULY 17, 1970 LETTER, WE APPROVE THE MINOR PROGRAM CHANGE TO INCLUDE INSTALLATION OF TRAFFIC SIGNALS AT DURBIN AVENUE AND MCLEAY ROAD INTERSECTIONS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ XX OTHER (Specify) INSTALLATION OF TRAFFIC SIGNALS
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THIS SUPPLEMENTS MY AUTHORIZATION OF APRIL 2, 1970 WHICH COVERED THE BALANCE OF WORK UNDER THIS PROJECT.

RECEIVED
JUL 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

DATE JULY 22, 1970	SIGNATURE OF APPROVING OFFICIAL	TITLE FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUL 20 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

SU-442(2)
7362

July 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Project SU-442(2)
State St.-Santiam Interch. Sec.
(Contract No. 7362)

Dear Sir:

We hereby request your approval of a minor program change on the subject project to include in the character of proposed work the installation of traffic signals at two intersections. Enclosed is a copy of Mr. L. E. George's memo of July 14, 1970, which sets forth the estimated cost, the locations of the signals and the proposed method for doing the work under the present contract on the subject project.

We request concurrently with your approval of the program change, authorization to proceed with the traffic signal installation.

We are also forwarding four copies of revised project agreement estimate and modification of project agreement which includes the additional estimated cost of the project for the traffic signals. Two copies of the modification of project agreement have been signed by a highway official.

NOTED
F. B. KLABOE

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Encl.

CC: F. B. Klaboe
A. E. Johnson
L. E. George
R. N. Chase

124-1077

FORM 5-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1970

SUBJECT Signals
Lancaster Drive

To: R. D. Asburry
DIVISION ENGINEER

Office

You passed on to me comments that you had received indicating that the Durbin Street intersection was not a likely location for traffic signals inasmuch as it is an offset intersection. When construction is complete, the two legs of Durbin Avenue will be offset about 30 feet. We have several signalized intersections within this Division that are offset by much greater distances than this and operate acceptably. The one that I can think of that comes the closest to having a 30 foot offset would be the intersection of South Commercial and Hoyt Street. Here the two legs of Hoyt Street are offset by 33 feet. I would anticipate no problem in signalizing Durbin Avenue inasmuch as the traffic volumes are extremely low and there are very few straight through movements on Durbin Avenue.

As an alternate to my previous recommendation of signalizing the Durbin Avenue and McCleay Road intersections, we could signalize the Beck Avenue intersection along with the McCleay Road intersection or the Glenwood Avenue intersection along with the Munkers Street intersection. In the first of these possibilities the Beck Avenue intersection is a T intersection and carries considerably less vehicular traffic than does the Durbin Avenue intersection. It would, however, care for the school children. In the second possibility the Glenwood Avenue intersection does not serve the school children quite as well as the Durbin Avenue intersection and Munkers Street does not carry nearly the vehicular traffic that McCleay Road does.

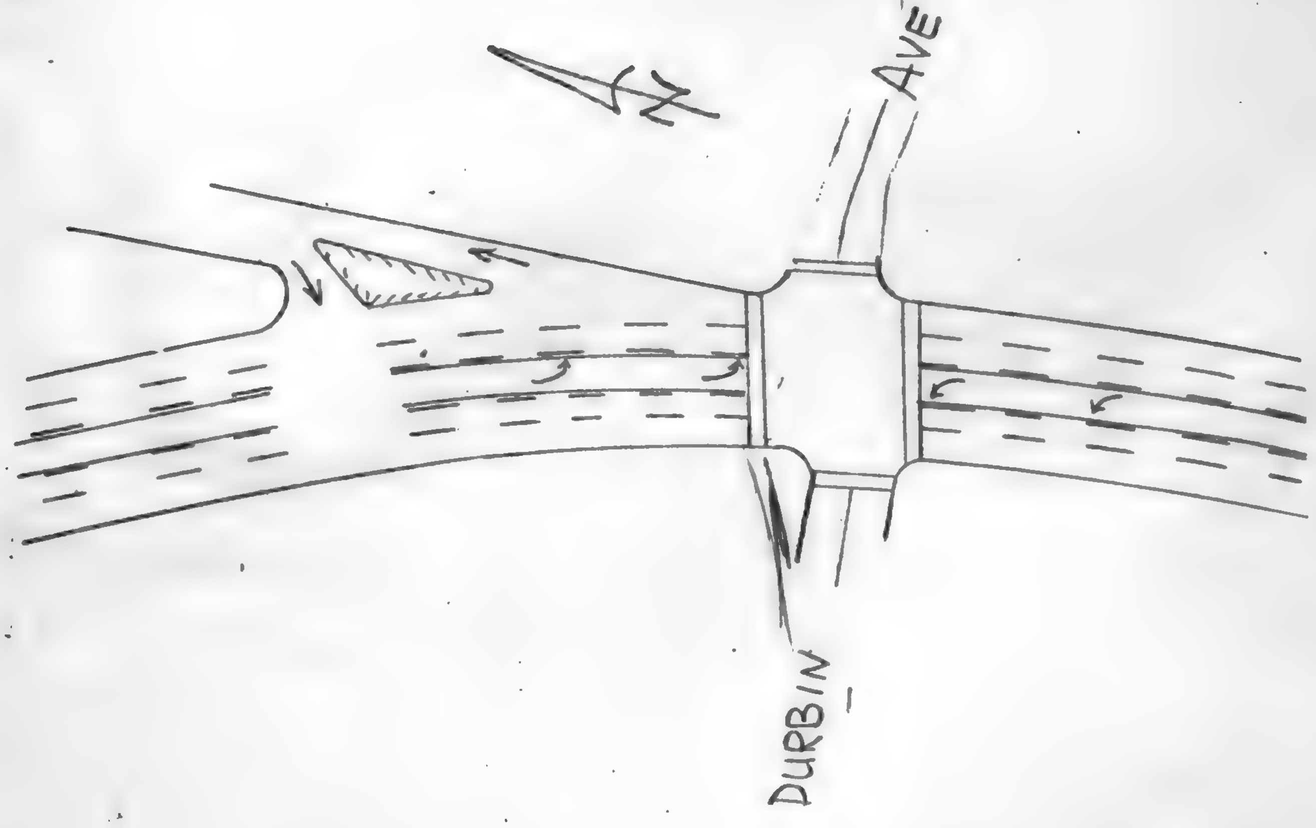
It would be my thought that we should not be concerned with the slight offset at Durbin Avenue and that the best proposal for signalization would be Durbin Avenue and McCleay Road. I am attaching a scale drawing of the Durbin Avenue intersection and the map showing the street system with traffic volumes.

Roger D Trygstad
Roger D. Trygstad
DIVISION TRAFFIC ENGINEER

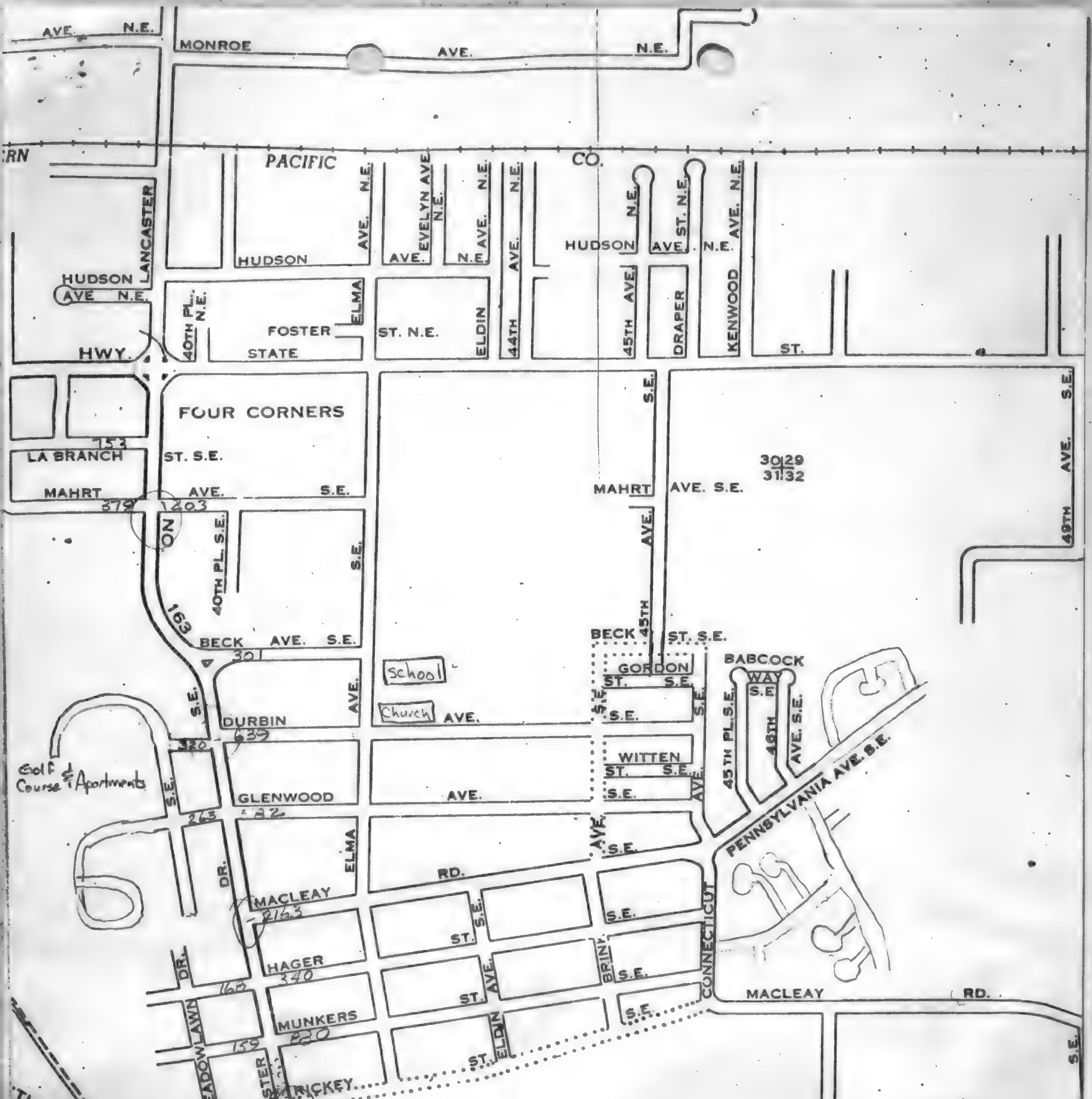
RDT/cg

Attach.

NOTED
TOM EDWARDS



Lancaster Drive at Durbin Ave
Approx Scale: 1" - 100'



figures show counts taken June 4-5, 1970

RECEIVED
JUN 1 - 1970
FOR FILING

FORM 8-20-X (12-67)

SU-442(2)
7362

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1970

To: D. J. Barbee
DESIGN ENGINEER

SUBJECT: Drainage Easement
Bowen Property
State Street-Santiam Interchange Section
Silver Creek Falls Highway
Contract 7362
Prefix 124-1077

The plans on the subject contract show a outfall storm sewer to be constructed westerly of approximate station 35+65. Said outfall to traverse an area which was dedicated to the public when the abutting property was platted. It has been found that to construct this outfall sanitary sewer over this property would mean the destruction of several nice trees and shrubs. The local residents are quite perturbed about this.

As an alternate for destroying these trees and shrubs, it is possible to place a portion of this outfall sewer over part of the Bowen property. Mr. Bowen has indicated to the Resident Engineer, see attached copy of Resident Engineer's letter, that he would be agreeable to giving an easement for the construction of this sewer line on his property.

We believe this is the best way to handle this situation but it will be necessary to have a permanent easement prepared covering the property needed from Bowen.

Attached is a sketch map showing in blue the easement area needed together with a photostatic copy of Bowen's deed. Will you please have such an easement prepared and submit to the Right of Way Department for the final acquisition. I would appreciate the expediting of this, as the contractor will want to be getting on the construction of this sewer in the near future.

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

F. B. KLABOE
NOTED

RDA/cg

Attach.

cc: F. B. Klaboe
F. D. Morgan
D. H. Moehring

REFERRED TO

By Asst. State Hwy. Engr.

RECEIVED
MAY 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1970

FOR FILING

SU-442(2)

7362

May 19, 1970

Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7362 for grading and paving on the State Street-Santiam Interchange Section of the Silver Creek Falls Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosure

cc: St. Paul Fire & Marine Insurance Company
Victor S. Risley Co.
F. D. Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
E. J. Hall

RECEIVED
MAY 19 1970
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

SU-442(2)
7362

May 18, 1970

Suburban East Salem Water District
115 Lancaster Drive, N. E.
Salem, Oregon 97301

Re: Water Service Adjustments
State St.-Santiam Interchange Section
Silver Creek Falls Highway
Marion County

ATTENTION: Raymond E. Russell
Superintendent

NOTED
F.B. KLABOE

Gentlemen:

Your revised estimate for the adjustment of water services on this project, as submitted with your letter of May 11, 1970, has been approved by the State. The revised estimate being necessitated because of the use of copper tubing instead of the originally planned galvanized pipe. Our approval is based on the fact that it has become general practice to utilize copper tubing for water services.

Reimbursement for work performed on and subsequent to May 6, 1970, in the amount of $634.00, will be made in accordance with Paragraph 7 g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
V. L. Gallagher (2) (w/attachment)
V. E. Skoog "
R. D. Asburry (w/attachment) (2)
E. J. Hall "
F. T. Lacey "
F. W. Sugnet "

Note to R. D. Asburry: Please have a State Force Order prepared and submitted for this work. Return one copy of estimate and sketch with SFO.

RECEIVED
MAY 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

G. R. BOATWRIGHT, Engineer
•
W. W. McKINNEY,
T. W. CHURCHILL, Attorneys
•
EDNA M. BARTRUFF, Office Secretary
RAYMOND E. RUSSELL, Superintendent

SUBURBAN EAST SALEM
Water District
115 Lancaster Drive N.E. • Phone 364-1620
SALEM, OREGON 97301

Board of Commissioners
KENNETH L. STRAWN, Chairman
ALBERT M. PETSKA, Secretary
DONALD F. MOSER, Treasurer
ANDREW E. JOHNSON, Member
EDDIE L. WILSON, Member

May 11, 1970

RECEIVED
MAY 13 1970
CONSTRUCTION
DIVISION

Routing
Bond
Walker
Johnson
Swan
Glenn
/ Litchfield
Gallagher
Stein

T. W. Litchfield
Utilities Liaison Engineer
Highway Building
Salem, Oregon 97310

Re: Water Service Adj.
State St. Santiam Interchange
Silver Creek Falls Highway
Marion County

Gentlemen:

It is advised by our engineers when pushing new service lines across Lancaster Drive S. E. to pull back 1" copper tubing instead of pushing galvanized pipe. This would save much time in labor cost. The 1" copper tubing would be pulled right to the new meter box location at the customers property line.

Water service adjustments would be:

20'	of 1" copper tubing	@ .80/ft.	$16.00
1	1" meter stop	@ 8.00	8.00
		Materials	$24.00
		Labor @ 5.00	5.00
		Per service	$29.00
		Less 3/4" Salvage Stop	5.00
			$24.00

The twenty six services to be relocated would come to - $ 634.00 or $24.00 per service.

If this is acceptable this letter will cancel one mailed to you May 1, 1970 in the amount of $468.00.

Yours truly,

Raymond E. Russell
Raymond E. Russell, Superintendent
Suburban East Salem Water District

RER:emb

APPROVED
K. Russell
KENNETH A. RUSSELL
Assistant Controller

11

RECEIVED
MAY 11 1970
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 8, 1970

SCl-1143(2)
1
736d

Suburban East Salem Water District
115 Lancaster Drive, N. E.
Salem, Oregon 97301

Re: Water Service Adjustments
State St.-Santiam Interchange Sec.
Silver Creek Falls Highway
Marion County

ATTENTION: Raymond E. Russell
Superintendent

NOTED
F.B. KLABOE

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 1, 1970, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of May 6, 1970.

Please contact Mr. E. J. Hall, Resident Engineer, P. O. Box 30, Salem, Oregon 97310, Phone: 364-2171, Ext. 1334, to make arrangements to coordinate your work with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 6, 1970, in the amount of $468.00, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss
cc: E. B. Klaboe
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
R. D. Asburry (w/attach.) (2)
E. J. Hall "
F. T. Lacey "
F. W. Sugnet "

Note to R. D. Asburry: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
MAY 11 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 8, 1970

SU-4453(2)
1
736d

Suburban East Salem Water District
115 Lancaster Drive, N. E.
Salem, Oregon 97301

Re: Water Service Adjustments
State St.-Santiam Interchange Sec.
Silver Creek Falls Highway
Marion County

ATTENTION: Raymond E. Russell
Superintendent

NOTED
F.B. KLABOE

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 1, 1970, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of May 6, 1970.

Please contact Mr. E. J. Hall, Resident Engineer, P. O. Box 30, Salem, Oregon 97310, Phone: 364-2171, Ext. 1334, to make arrangements to coordinate your work with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 6, 1970, in the amount of $468.00, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss
cc: F. B. Klaboe
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
R. D. Asburry (w/attach.) (2)
E. J. Hall "
F. T. Lacey "
F. W. Sugnet "

Note to R. D. Asburry: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
MAY 4 - 1970
FOR FILING

511-442(2)
7362

May 4, 1970

Salem Road and Driveway Company
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7362 in the amount of $454,469.15 on the State Street-Santiam Interchange Section of the Silver Creek Falls Highway in Marion County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc
- Frank Morgan
- D. J. Barbee
- I. D. Merchant
- R. D. Asburry
- E. J. Hall
- Wm. Geibel (SAIF)

RECEIVED
JUN 4 - 1970

SU-442(2)
7362

H h
4-27-70

April 22, 1970

A & R 507

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

Attention: T. Harold Tomlinson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement abandoning to Marion County portions of the State Street-North Santiam Junction Section of the Silver Creek Falls Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
APR 13 1970
FOR FILING

SU-442(2)
7362

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1970

SUBJECT:
State St.-Santiam Intchge. Sec.
Project No. SU-442(2)

To:

MEMORANDUM TO THE FILES

This memorandum is written to conform with paragraph 6e of PPM 21-6.3 and the secondary road plan agreement for the State of Oregon.

There is one right-of-way file (No. 39471) involved in a restriction to the contractor. It includes two underground gasoline tanks slightly protruding into the right of way on the east side at Station 36+10 to Station 36+95. The restriction will be in force until August 3, 1970, unless arrangements can be made to replace the tanks before then. The area involved is shown on plan sheet 2C, and the information required in paragraph 6e of PPM 21-6.3, that the area as shown will not be available for the contractor's use until the specified date, will be included in a revision letter and sent to the contractors.

While examining this file in preparation for condemnation proceedings, it was found that the tank problem existed. Inasmuch as the service station business depends on these tanks, we now find that it will be necessary to allow Mr. Hager ninety days after the condemnation is filed.

Because this project is ready for contracting and because the only work to be delayed will be a short section of telephone line revision and asphalt foot path, I feel it is in the public interest to proceed with the project at this time. This restriction will not cause the contractor to exceed the specified 145 calendar workdays nor will it increase the cost of the project.

L. H. Young
L. H. Young
Program and Planning Engineer

DAR:ia

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. N. Chase

TRANSACTION NUMBERS 4-18 THRU 4-22

ORM PR-48
EV. 7-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: APRIL 2, 1970

BY (Signature): MR. YOUNG'S MARCH 18, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

TAGE 1* TEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1022 THRU 1026

4-2-70

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
[illegible]2	SU-442(2)	1.06	400,000	254,000	STATE ST.-N. SANTIAM HIGHWAY INTERCHANGE	GRADE-DRAIN-HIGH TYPE PAVEMENT
023	SU-528(4)	0.73	407,000	258,400	PACIFIC HIGHWAY EAST TO WARD DRIVE	GRADE-DRAIN-4 LANE HIGH TYPE PAVEMENT
024	S-574(1)	0.02	71,000	44,700	WALLA-WALLA RIVER (JOE WEST) BRIDGE	1 STRUCTURE
025	S-203(4)	0.01	55,000	34,600	BEAR CREEK BRIDGE (DIAMOND PRAIRIE)	1 STRUCTURE
1026	S-487(2)	0.01	65,000	40,900	BEAR CREEK BRIDGE	1 STRUCTURE

ARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

Young 4-7-70

RECEIVED
APR 7 - 1970
FOR FILING

SU-442(2)

7362

RECEIVED
APR 7 1970
OFFICE OF

RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	4-2-70	For R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
APR 6 - 1970

(REV. 10-69)

FOR FILING

S11-442(2)
7362

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
April 1, 1970

SUBJECT: 39471-Hager
State Street-North Santiam Highway Section
Silver Creek Falls Hwy.
Marion County

To: Mr. D. J. Barbee
Design Engineer

DESIGN

F.B. KLABOE

In examining this file in preparation for condemnation proceedings, it was found that the gasoline tanks that serve the pumps on this service station are buried partially in the proposed right of way.

Inasmuch as the service station business depends on these tanks, we now find that it will be necessary to give Mr. Hager ninety days as soon as the condemnation is filed.

I have been informed that it is impossible at the moment to determine when the condemnation suit will be filed as all the preparation work has not been completed. Consequently, we suggest that the contractor be held from this file until August 3, 1970.

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
cc F. B. Klaboe ✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
APR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52479-734

RECEIVED
MAR 27 1970
FOR FILING

SU-443(2
7362

March 26, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration in anticipation of an early spring letting is the State Street-North Santiam Highway Section of the Silver Creek Falls Highway in Marion County. This project will complete the four-lane continuity of Lancaster Drive east of Salem.

This 1.04-mile section is estimated to cost $497,000 for construction and $220,000 for right-of-way, for a total estimated cost of $717,000. The project was tentatively approved on Program XII, July 8, 1969.

I recommend early construction of this project and that it be scheduled for the April 23 letting.

This matter was approved by Chairman Jackson on March 25 and will be on the agenda for your confirmation at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
D. J. Barbee
V. E. Skoog
R. D. Asburry

BLG:ia sr

RECEIVED
MAR 27 1970
FOR FILING

SU-442(2)
7362

March 26, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been negotiated with Marion County to transfer to the County that portion of the Silver Creek Falls Secondary Highway lying on Lancaster Drive between State Street and the North Santiam Highway and also that portion of the same highway lying on State Street outside of the Salem corporate limits westerly of Lancaster Drive.

This transfer is to be consummated after our reconstruction to a four-lane facility of that portion on Lancaster Drive from State Street to the North Santiam Highway. The agreement further stipulates that acceptance by the County of the State Street portion does not obligate the County to undertake major improvements or reconstruction thereon. Approximately one and one-half miles of secondary highway would be transferred to County jurisdiction by this transaction.

This agreement will be presented for your consideration at the April 21 meeting.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
R. D. Asburry

PBA:ljt sr

MAR 23 1970

FOR FILING

SU 1442(2)

7362

March 18, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for five Secondary Projects, Items 1022 through 1026, which we desire to have included in the Federal-Aid Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act. We are enclosing copies of the State Clearinghouse's approval for Items 1022 through 1026. The District Clearinghouse in which these projects are located are not functioning.

It is our intention to receive bids for these projects on April 23, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID
(PP

March 18, 1970

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (*45 typewriter spaces*) SR 214 Salem-State St.-S. 1.06 Mi. 21 65	**ADT**	PRESENT 7,000	FUTURE 11,900 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK (*35 typewriter spaces*) Gr., Dr., High-Type Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. S FEDERAL- 67

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (*Full description*)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 214 Salem-State St.-S. 1.06 Mi.			
5					**ROW**		(State Street-N. Santiam Highway Interchange Section)			
5					**CONST** (CODE) 6201			1.06	400,000	254,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.06	400,000	254,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1970

ADT	PRESENT 7,000	FUTURE 11,900	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 3[illegible]	APPN CODE 022	ITEM NO. 1022

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER — PREFIX LETTER(S) SU-	NUMBER 442(2)	SEQ. NO.	I. Projects Only — POST MI. / DESIG.

COUNTY NAME Marion — CODE 047

ROUTE NO. S — FEDERAL-AID 679 — STATE 163 — U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
						Gr., Dr., 4-12' lanes high-type pave. with 10' shoulders, 4' median, curb section.
	1.06	400,000	254,000	146,000		ROW-90' Min.; Access Control-Partial; Park. Restriction-None; Utility-Adj. Required Including Preparatory Work.
ECT ALS	1.06	400,000	254,000	146,000		

REMARKS

Relocation assistance complied with where applicable.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

STATE STREET-N. SANTIAM HIGHWAY

OREGON PROJECT NO. SU-442(2)

Existing Facility: Two 10-foot lanes bituminous concrete pavement with 6-foot shoulders.

Adjacent Sections: North End: Same as existing facility.
South End: Terminates at the North Santiam Hwy.

Project Data: Construct a four-lane curb section, paved with asphaltic concrete having four 12-foot lanes, 10-foot parking lanes, AC footpaths and 4-foot median.

System Action, Railroads, Water Development, Airports - None involved.

Park or Recreation Area - None involved.

Minimum Design Standards - No deviations.

State Clearinghouse - Review not required in accordance with Par. 2b of IM 50-1-70 as right of way was purchased prior to 9-30-69.

Social, Economic and Environmental Effects Considered - Yes.

Public Hearing - None required, justified in Mr. Young's memo of December 30, 1969, a copy of which was furnished B.P.R.

Location/Design Approval - Established prior to January 14, 1969 as per Mr. Young's memo of December 30, 1969, a copy of which was furnished B.P.R.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 5 Pages

REVISED

Section STATE STREET - N. SANTIAM HWY. Highway Silver Creek Falls (FA 121) County Marion Prefix 124-1402

Res. Engr. E. J. Hall Approx. Length 1.08+ Miles. Sta. ______ to Sta. ______ Date 2-20-70

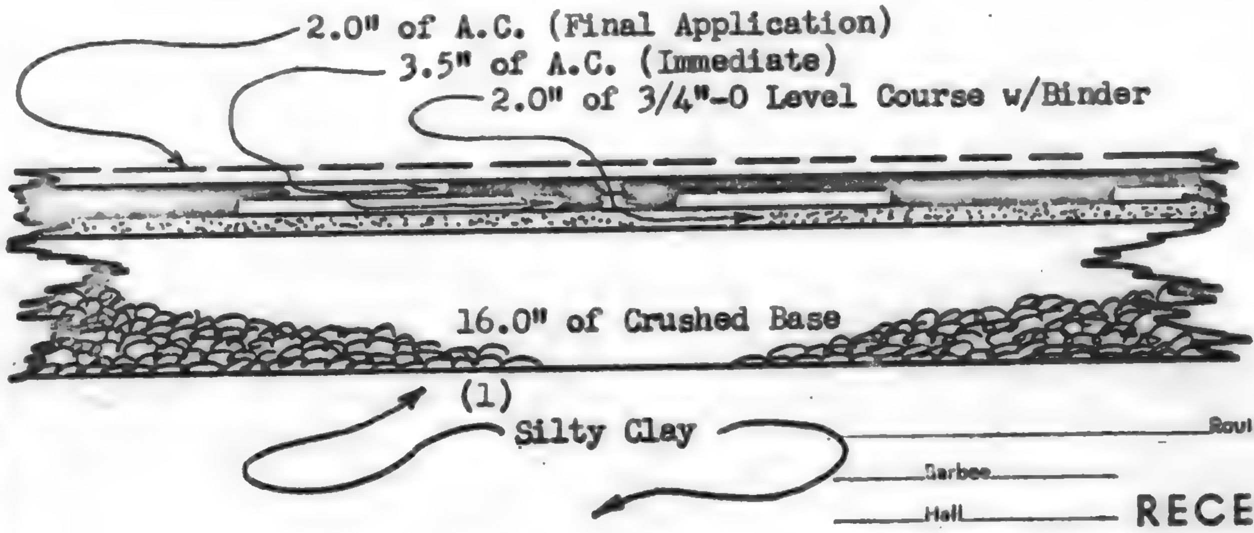
Mean Truck A.D.T. 406 Traffic Coefficient 8.3 18 kip s.a. per day 67.5.

Annual Precipitation 40"± Frost Penetration - - - - .

NEW WORK

(1)
Typical Soil
30 LL
6 PI
93 %P 10
89 %P200
7 %Gravel
1 %C Sand
3 %F Sand
54 %Silt
35 %Clay
6 "R" Value

2-20-70


2.0" of A.C. (Final Application)
3.5" of A.C. (Immediate)
2.0" of 3/4"-0 Level Course w/Binder
16.0" of Crushed Base
(1)
Silty Clay

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.(F
	7.0	3.5	A.C.(I
	2.0	2.0	Level
	14.5	16.0	Cr.Base
27.5	27.5	23.5	

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

See Page 3 for remarks.

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RECEIVED
MAR 6 1970
DESIGN DIVISION

Routing
Garbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

NOTED
F. B. KLABOE

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by ____________
for Staff Assistant

Recommended by ____________
Asst. Engineer of Materials

Recommended by ____________
Asst. Construction Engineer

Approved by ____________
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of 5 Pages

REVISED

Section STATE STREET - N. SANTIAM HWY. Highway Silver Creek Falls (FA 121) County Marion Prefix 124-1402

Res. Engr. E. J. Hall Approx. Length 1.08+ Miles. Sta. ______ to Sta. ______ Date 2-20-70

Mean Truck A.D.T. 406 Traffic Coefficient 8.3 18 kip s.a. per day 67.5.

Annual Precipitation 38"± Frost Penetration - - - -.

CBE Total Req.	Credit	Actual Thick.	
Existing Roadway			
	4.0	2.0	A.C.(F)
	7.0	3.5	A.C.(I)
	See Section		
**			

(1)
Typical Soil
S LL
E PI
E %P 10
P %P200
A %Gravel
G %C Sand
E %F Sand
I %Silt
%Clay
"R" Value

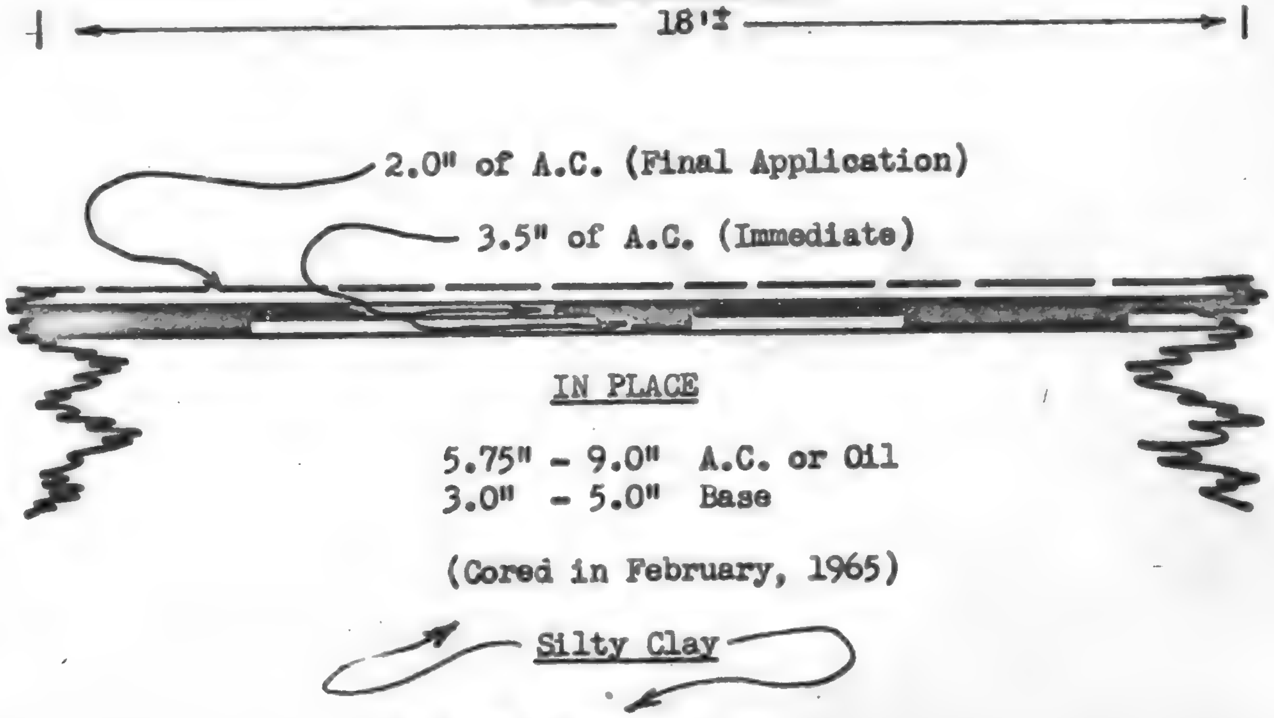
AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined
by the Engineer.

EXISTING ROADWAY



IN PLACE

5.75" - 9.0" A.C. or Oil
3.0" - 5.0" Base

(Cored in February, 1965)

See Page 3 for remarks.

cc:

** Overlay determined by deflection measurements.

SECTION: STATE ST.-N. SANTIAM HWY.
HIGHWAY: Silver Creek Falls
COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	—	2.0"	16.0"	—	25.0"	21.5"
6.0 - 7.0	3.0"	—	2.0"	13.5"	—	21.5"	18.5"
5.0 - 6.0	2.0"	—	2.0"	12.5"	—	18.5"	16.5"
Cars Only	2.0"	—	2.0"	7.5"	—	13.5"	11.5"

Remarks:

The bottom 4.0" of the coarse base has been assigned a value of 0.65" due to possible contamination by the subgrade soil.

A Traffic Coefficient equal to 10% of the total truck traffic was used to establish the depth of overlay required for the "Inside Lanes".

Project Base Design revised to update the design period from 1965 to 1970.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete - 2.0" Crushed Base
1.0" Plant Mix Bituminous Base - 1.8" Crushed Base
1.0" Cement Treated Base - 1.8" Crushed Base
1.0" Oil Mat - 1.1" Crushed Base
1.0" Stone Subbase - 0.8" Crushed Base
1.0" Lime Treated Subgrade - 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

STATE STREET - N. SANTIAM HWY.

Silver Creek Falls Highway

Marion County

Twenty deflection measurements were made on this section in February, 1970, and the following result was obtained:

Average Deflection = 0.0231

Evaluated (80%) 0 & IWT = 0.032

Traffic Coefficient (10% Truck Traffic) = 6.3

Twenty Year E.W.L. = 591,940

Tolerable Deflection = 0.019

Percent Reduction Required = 40.6

Crushed Base Equivalent Required = 5.0"

Asphaltic Concrete Overlay Required = 2.5"

Recommend a 3.5" Asphaltic Concrete Overlay, this would include 1.0" for patching, leveling, etc.

STATE STREET - N. SANTIAM HWY.

Silver Creek Falls Highway

Marion County

Deflection Measurements

"INSIDE LANE"

Location	O.W.T.	I.W.T.
95' S. ℄ of State Street		0.012
S.B.	0.015	
	0.013	
Sta. 2+62		0.014
	0.018	
	0.019	
Sta. 4+00		0.014
	0.017	
	0.018	
		0.016
Sta. 2+50		0.043
N.B. Tests at 50'	0.042	
intervals to 6+50	0.025	
		0.032
	0.038	
	0.041	
		0.027
	0.022	
	0.016	
		0.019

TRAFFIC ANALYSIS

SECTION: STATE ST.-N. SANTIAM HWY.

HIGHWAY: Silver Creek Falls

COUNTY: Marion

700 Present ADT (1970)

4.3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	250	1.7	425	338	450	152,100
3	20	1.7	34	27	1000	27,000
4	5	1.7	9	7	1250	8,750
5	25	1.7	43	34	3180	108,120
6	0	—	—	—	2570	- - - -
				406 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 295,970

TWENTY YEAR EWL 5,919,400

TRAFFIC COEFFICIENT 8.3

	TADT	ANNUAL EWL	20 YR. EWL	T.C.
10%	41	29,597	591,940	6.3

SECTION: STATE ST. - N. SANTIAM HWY.
HIGHWAY: Silver Creek Falls
COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Project consists of widening from a present two lane section to a four lane facility. A portion of the present structure (18'±) will be incorporated into the planned four lanes with the addition of an Asphaltic Concrete Overlay.

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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We request your concurrence that under the terms of paragraph 2b of IM 50-1-70, submission of the following projects to the State Clearinghouse for review and comment is not required for the reason stated.

Gladstone Intchge.-Oregon City Intchge. Sec., E. Portland Freeway
Substantial right of way was acquired prior to 9-30-69.

La Grande Section, Old Oregon Trail (McAlister Lane & UPRR Strs.)
Stage construction. This is part of section now under construction.

State St.-N. Santiam Highway Jct. Section, Silver Cr. Falls Hwy.
Substantial right of way acquired prior to 9-30-69.

Pacific Highway East-Ward Drive Section, FAS 741 (Lancaster Drive)
Substantial right of way acquired prior to 9-30-69.

Jumpoff Joe Creek-Louse Creek Intchge. Sec., FAS 17-102
Substantial right of way acquired prior to 9-30-69.

West Linn-Pacific Hwy. Section, East Portland Freeway
Stage construction. Beautification of section now under construction.

Quinton-Arlington Section, Columbia River Highway
Stage construction. Army Engineers requested that this section be oiled then paved later. This is the paving project.

West and South Pendleton Intchge. Section, Old Oregon Trail
Stage construction. This is beautification of a section recently constructed.

Emigrant Ave. Intchge. Section, Old Oregon Trail
Stage construction. Beautification of a section recently completed.

Hubbard Intchge. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Talbot Rd.-N. Albany Intchge. Sec., Pacific Highway
Stage construction. Beautification of current safety project.

Gap-Tygh Grade Section, The Dalles-California Highway
Substantial right of way acquired prior to 9-30-69.

Interstate Bridge-Denver Ave. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Orleans-Lake Creek Section, Corvallis-Lebanon Highway
Substantial right of way acquired prior to 9-30-69.

Vista Ridge Tunnel Section, Sunset Highway
Stage construction. Beautification of a current project.

Cedar Hills Blvd. Intchge., Sunset Highway
Stage construction. Beautification of a previous project.

7th Ave.-Willamette R. (Eugene) Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Grey Cr.-N. Fk. Coquille R. Section, Coos Bay-Roseburg Highway
Substantial right of way acquired prior to 9-30-69.

Multnomah Co. Line-E. Cascade Locks Section, Columbia River Hwy.
(Pavement seal) P.S.& E. previously received.

La Grande-Ladd Canyon Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Olds Ferry-N. Jacobsen Gulch Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

N. Fk. Jacobsen Gulch-N. Ontario Intchge. Sec., Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Forest Grove Section, Tualatin Valley Highway
Substantial right of way acquired prior to 9-30-69.

Gellatly Summit Section, Corvallis-Newport Highway
Substantial right of way acquired prior to 9-30-69.

Sixes River Section, Oregon Coast Hwy. (Including Crystal Cr. Br.)
Substantial right of way acquired prior to 9-30-69.

Oro Dell-La Grande Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford

RECEIVED
FEB 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301

AREA CODE 503
364-4401, EXT. 53

CHARTER
MEMBER

RECEIVED
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F[illegible]ING

SU-442(2)
7362

January 23, 1970

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Forrest:

In connection with the Lancaster Drive improvement from State Street to the Santiam Highway and as it relates to the possible improvements to Macleay Road in the vicinity of the Bill Hager property, I would like to advise as follows:

1. We have 60 feet of right-of-way on Macleay Road and Lancaster Drive. Bill Hager is using some of this right-of-way in connection with his business but we feel there is no reason to deny him this use at this time.

2. The Salem Area Transportation Study has designated the Macleay Road-Rickey Street to be the major arterial route. This would eliminate the need for major improvements on that portion of Macleay Road entering Lancaster Drive.

3. The ultimate improvement that I could forsee on Macleay Road since it enters Lancaster Drive as a "T" intersection would be for a four-lane facility only. This would not necessitate the additional taking of any of the Hager property but the full utilization of our right-of-way.

4. I will propose to the State Highway Department and the Bureau of Public Roads through normal channels that we redefine the federal aid secondary to eliminate the short portion of Macleay Road connecting Lancaster Drive and replace it with Rickey Street.

I would like to be of as much assistance on this as possible, but I feel that I cannot advise any differently than outlined above.

Attached is a map of the area.

Very truly yours,

John A Anderson

John A. Anderson
Director of Public Works

JAA:im
Enclosure
cc:Board of County Commissioners
County-City Division

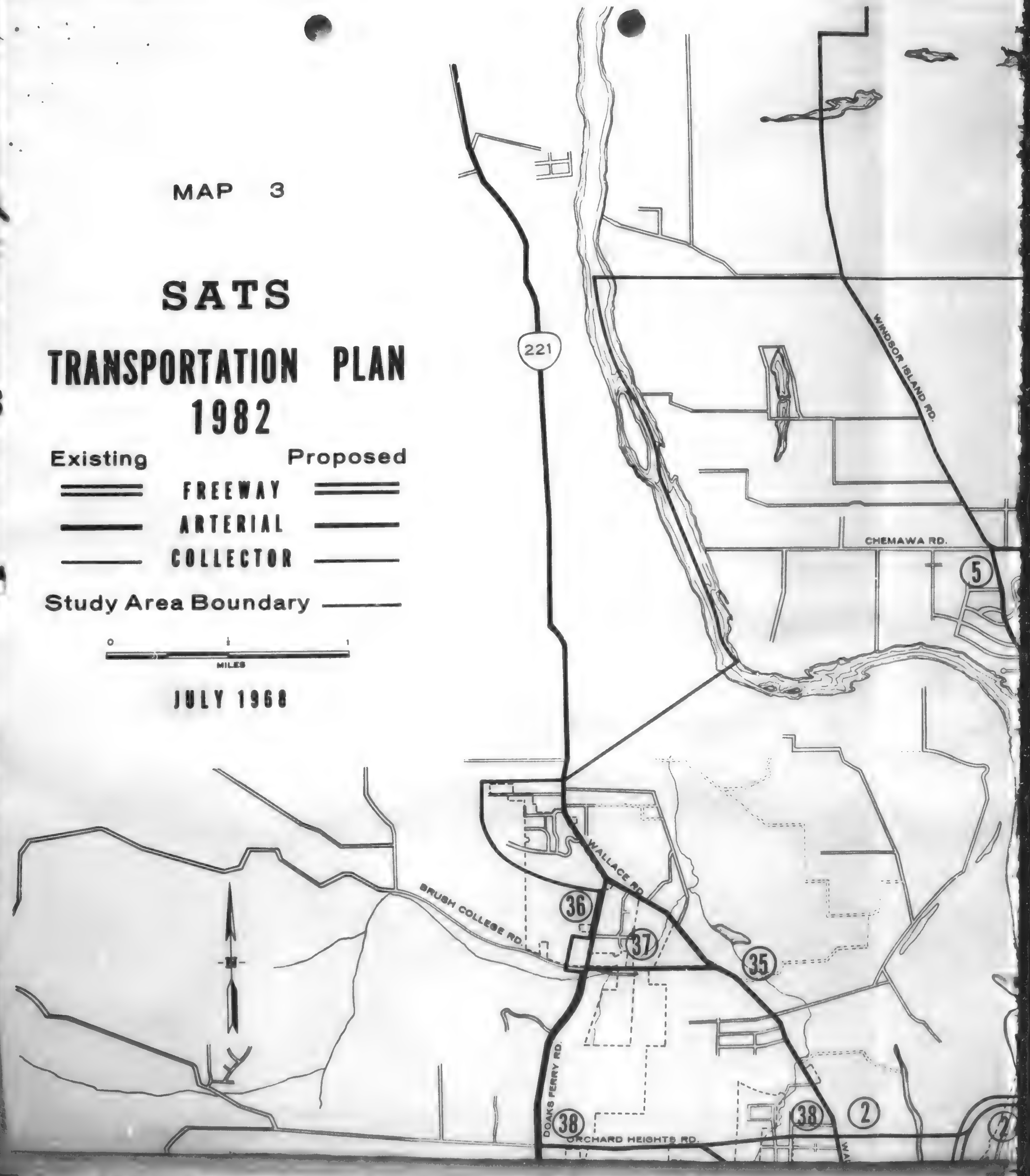
RECEIVED
JAN 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

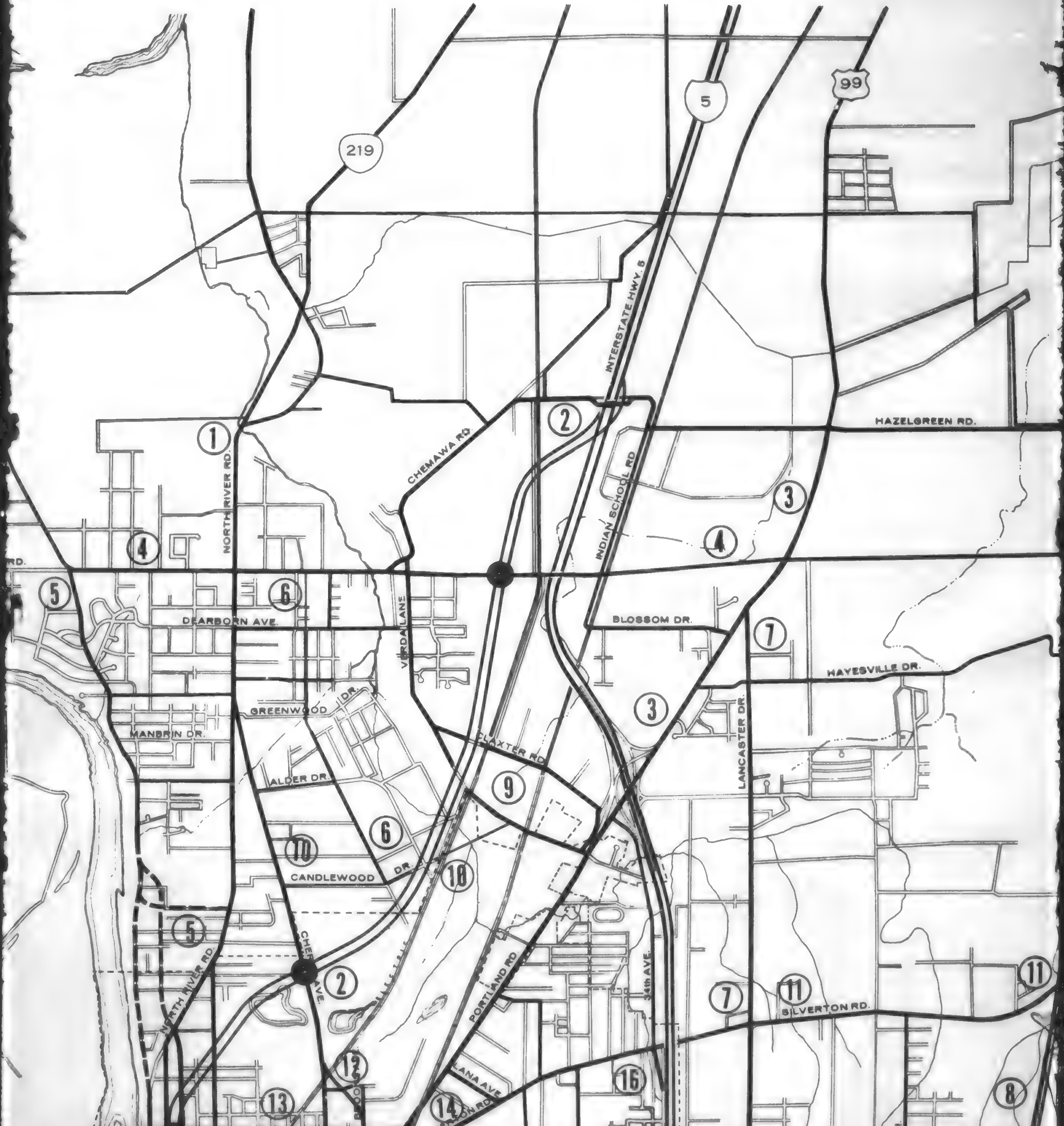
MAP 3

SATS

TRANSPORTATION PLAN 1982

JULY 1968

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INTERSTATE HWY. 5
HAZELGREEN RD.
CHEMAWA RD.
INDIAN SCHOOL RD.
NORTH RIVER RD.
RD.
DEARBORN AVE.
VERDA LANE
BLOSSOM DR.
HAYESVILLE DR.
GREENWOOD DR.
MANBRIN DR.
CLAXTER RD.
LANCASTER DR.
ALDER DR.
CANDLEWOOD DR.
CHERRY AVE.
NORTH RIVER RD.
PORTLAND RD.
34th AVE.
LANA AVE.
SILVERTON RD.
SILVERTON RD.
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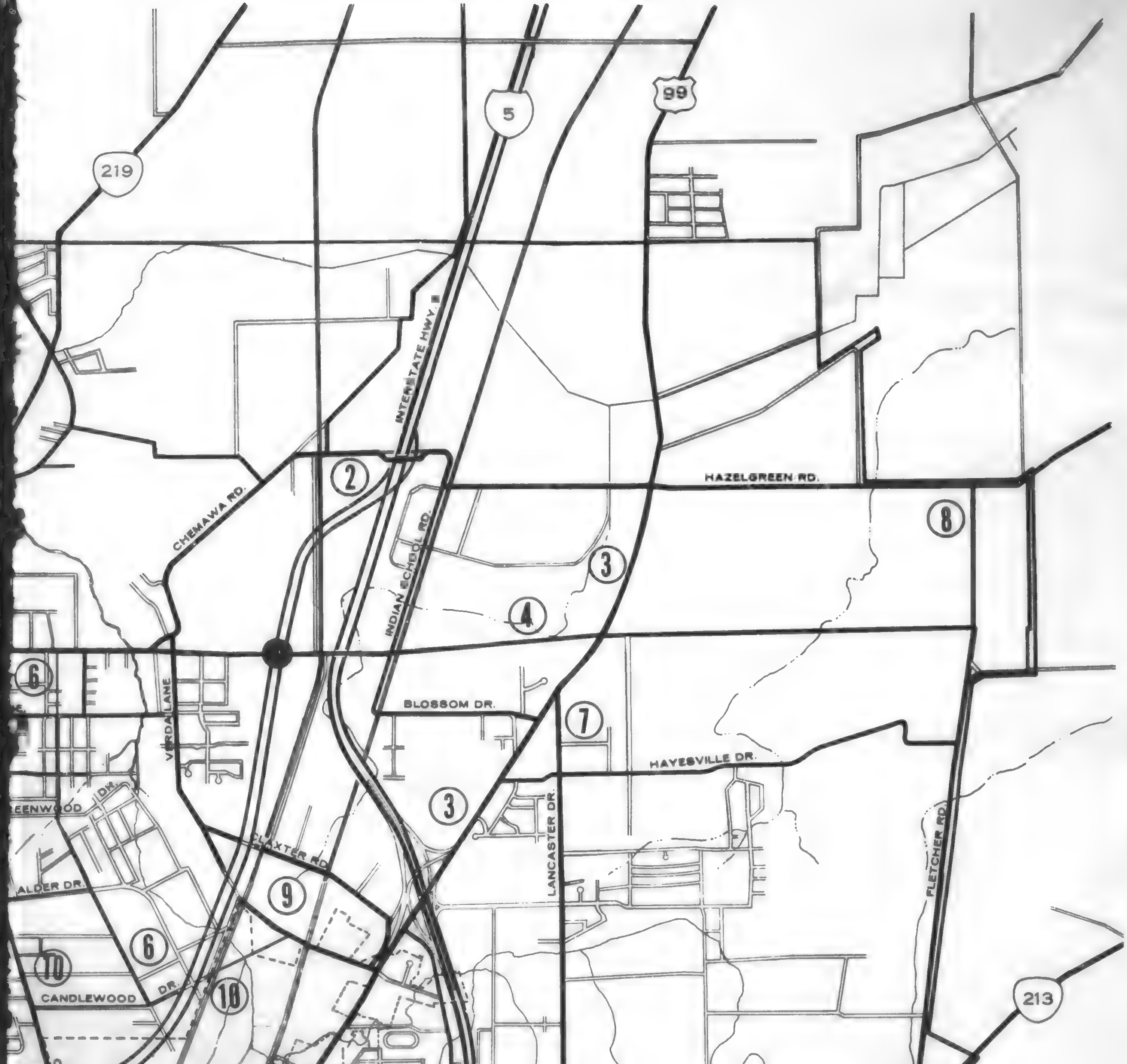
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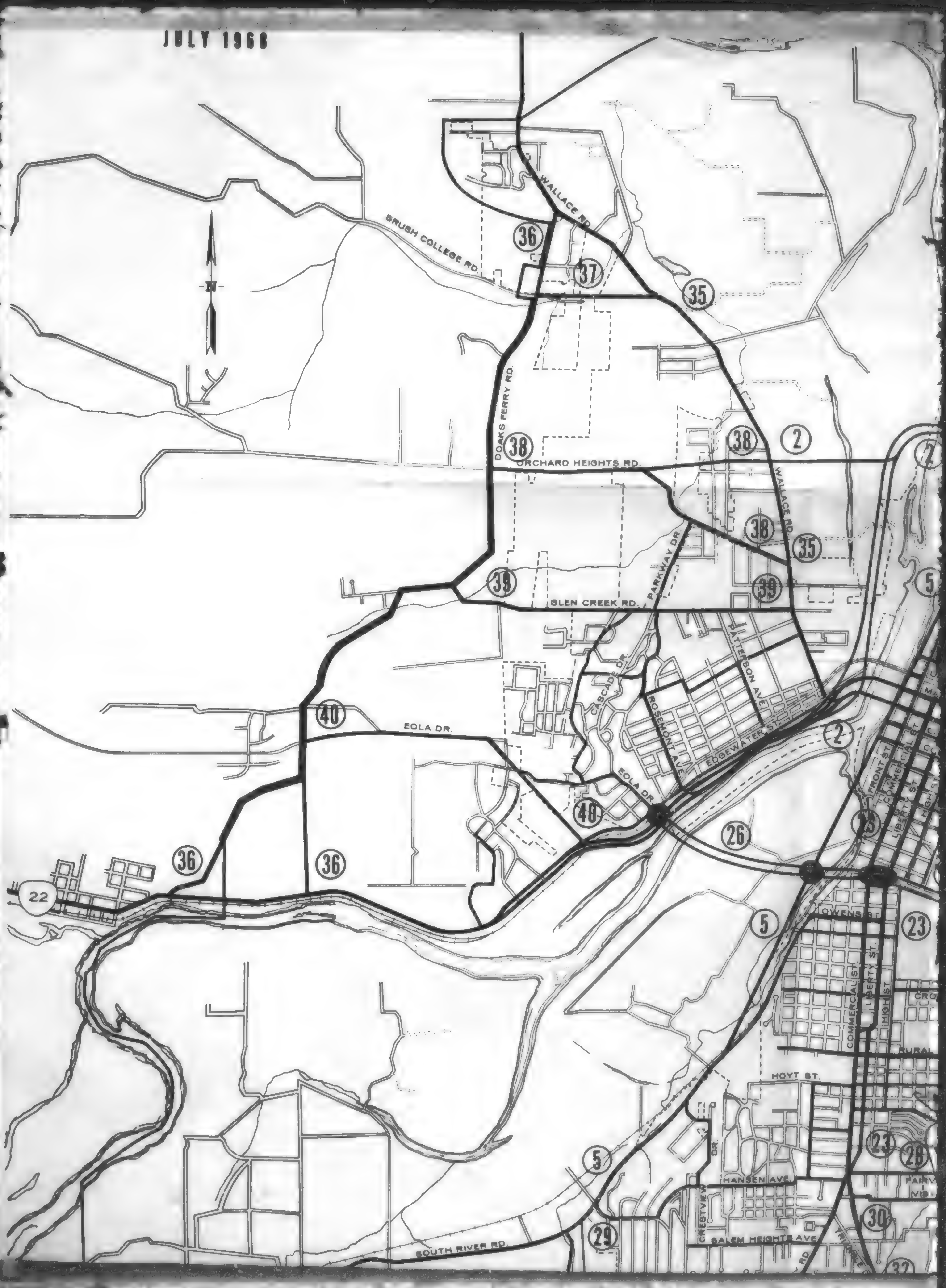
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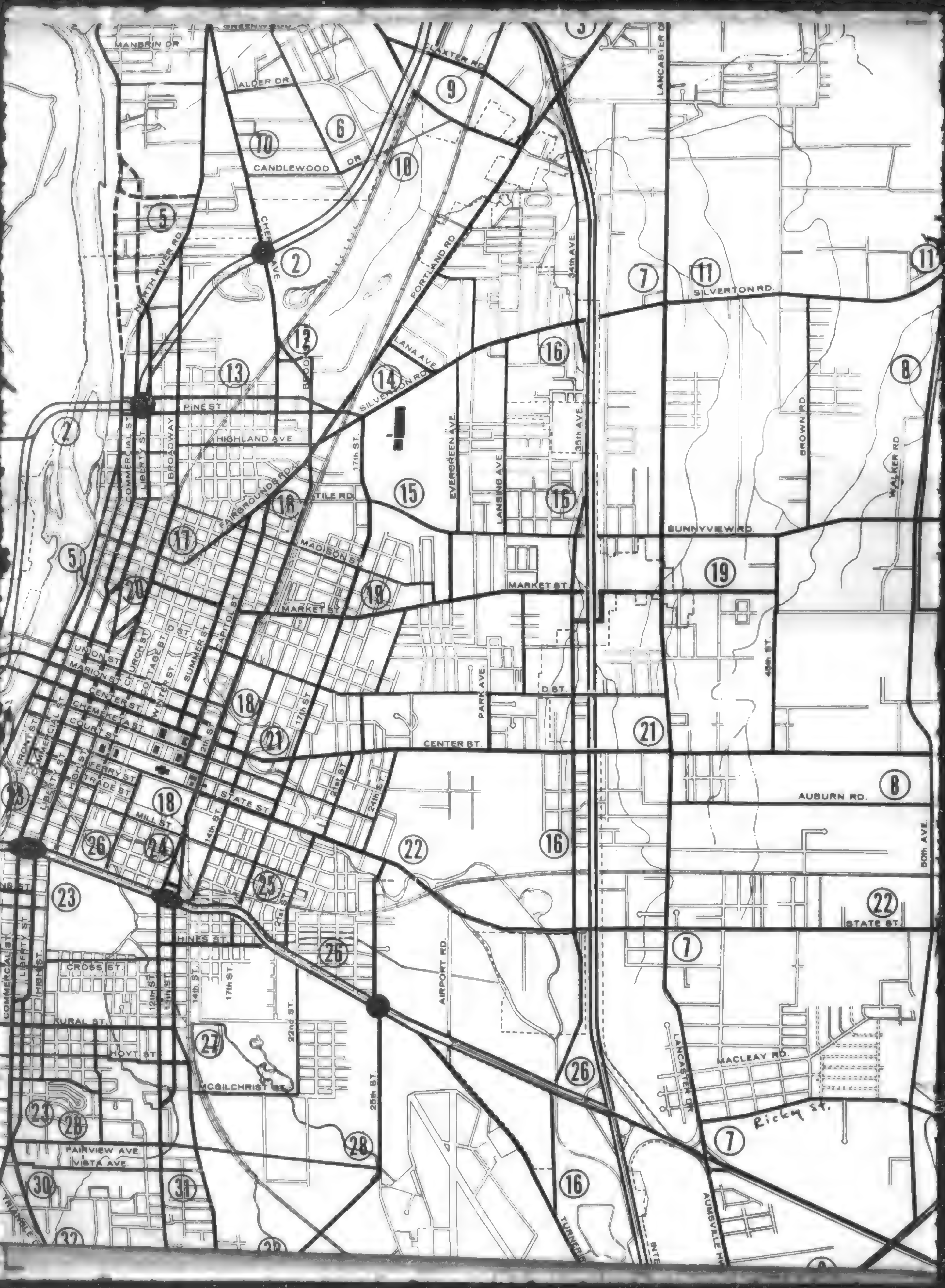
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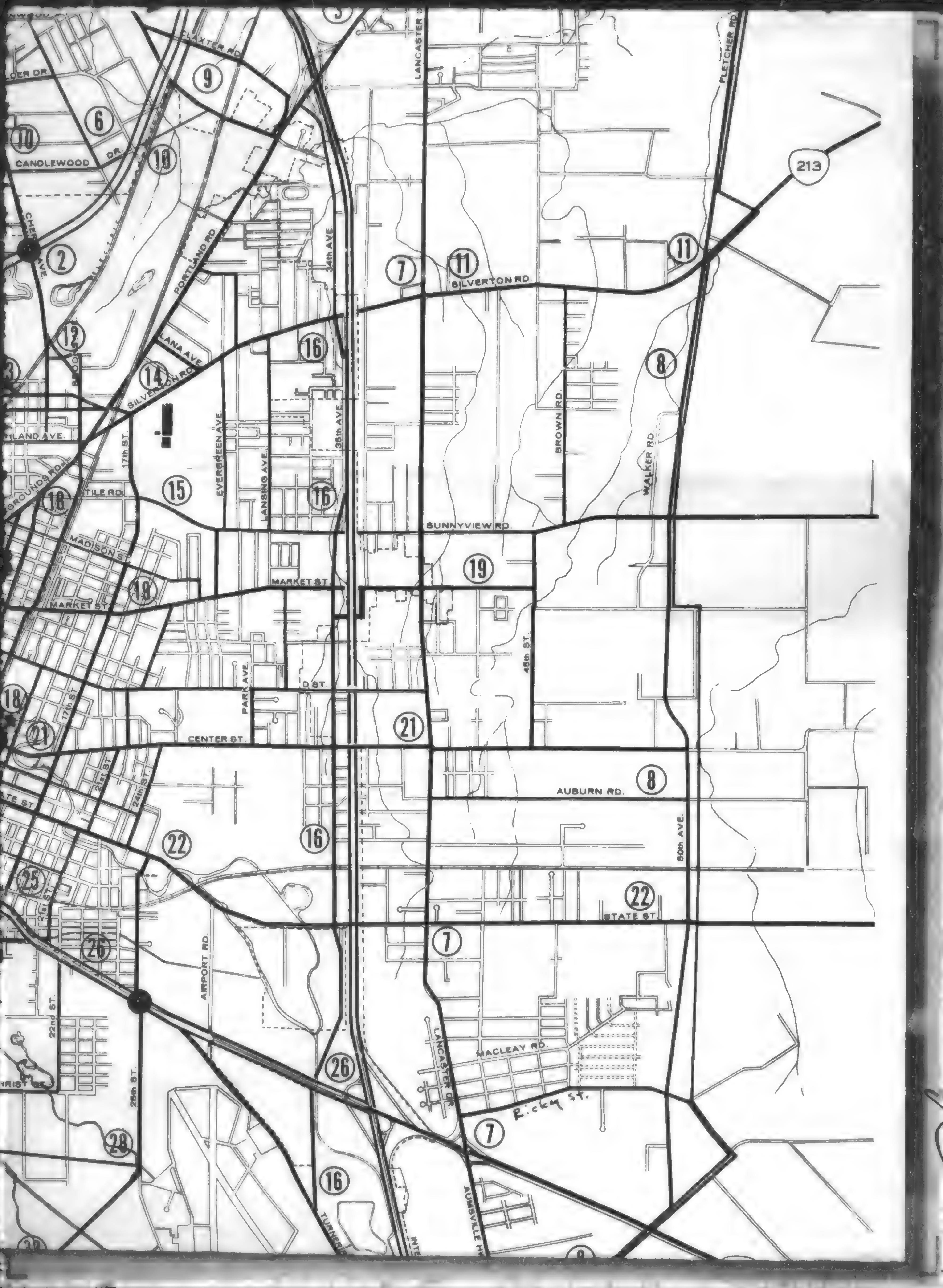
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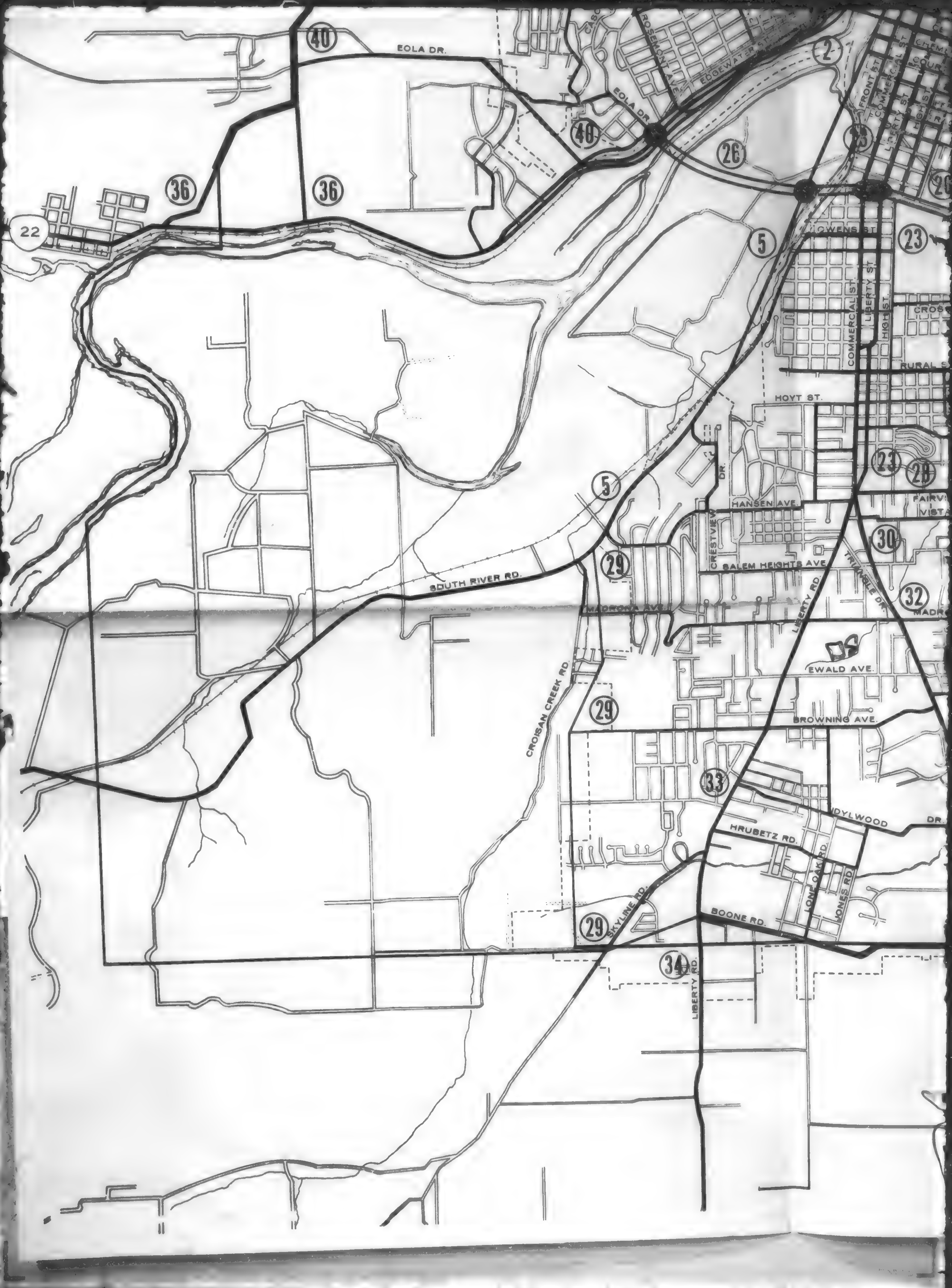
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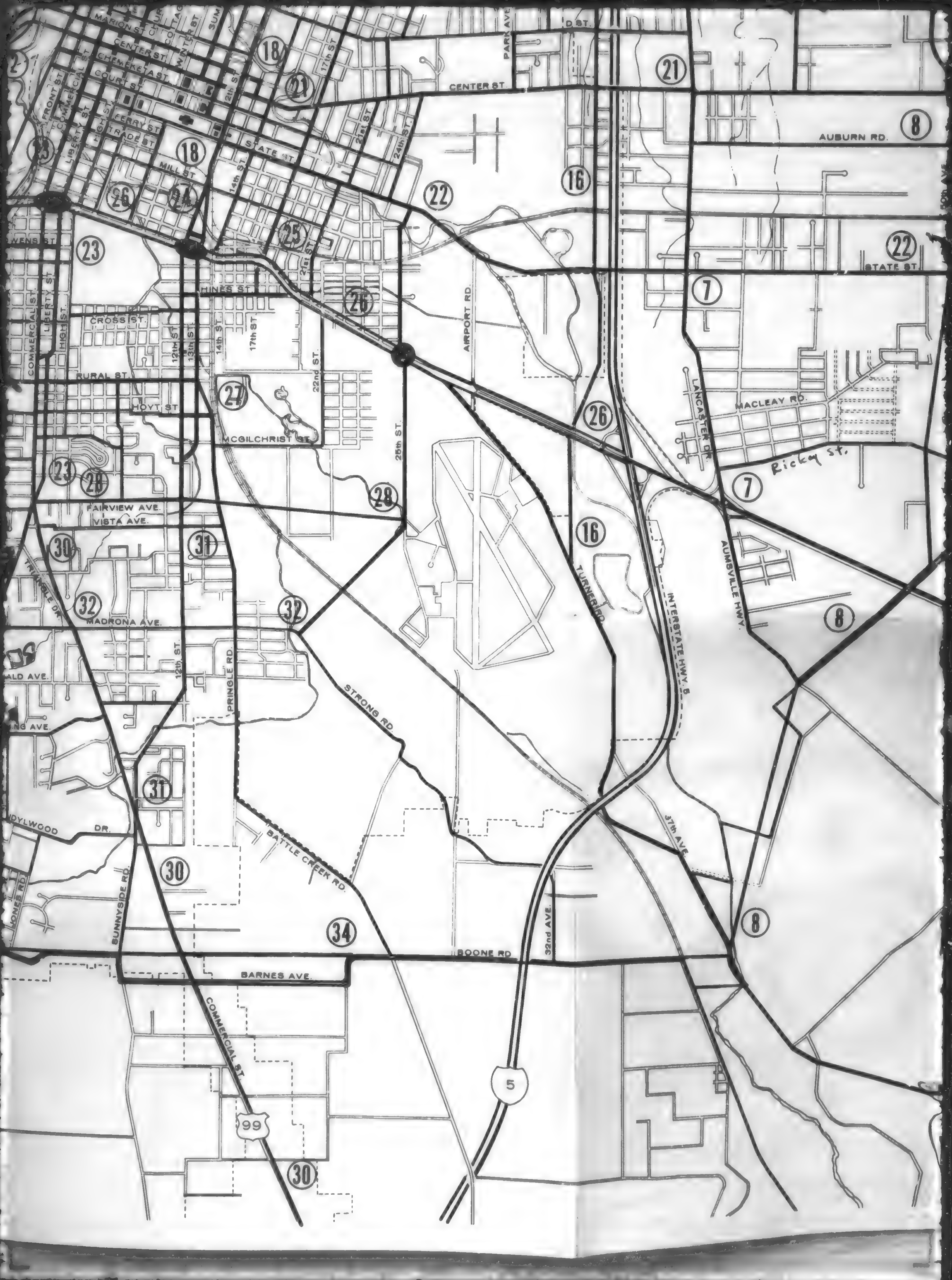
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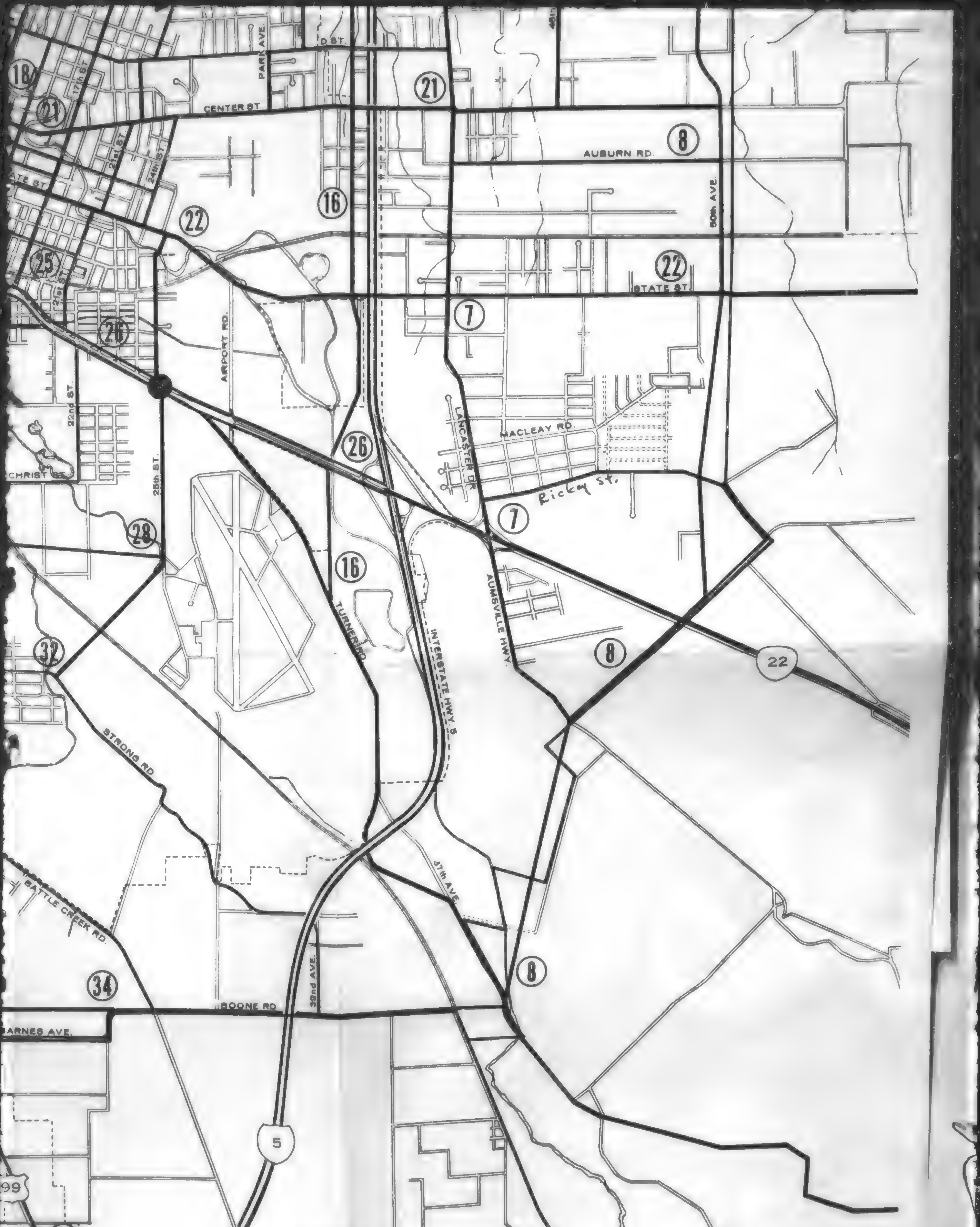
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BATTLE CREEK RD.
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FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 30, 1969

SUBJECT: Location/Design Approval
State Street-North Santiam Hwy. Section
Project SU-442 (-)
Silver Creek Falls Hwy. Oregon 214
Marion County

To: Memo To The Files

This is to confirm and document the fact that the subject project had received location/design approval by the State Highway Division prior to the effective date of the current PPM 20-8 based on the following data.

1. The Highway Commission, having considered the social and economic effects, approved on April 21, 1966, the survey for the purchase of right of way based on a design criteria to provide four 12-foot lanes, 10-foot shoulders, 4-foot median, high type pavement with curbs.

2. The project corridor is the existing highway with minor deviations to relieve the severity of two extreme horizontal curves.

3. All the right of way required to widen and improve the existing 20 foot bituminous surface with 6-foot shoulders to the standard described in 1 above had been acquired prior to January 18, 1969.

4. The field survey was completed and semi-final plans were completed as of January 16, 1968.

5. A public hearing was not required for this project under PPM 20-8 and PPM 20-8 (1), which was in effect at the time the above actions were completed.

L. H. Young
L. H. Young
Program & Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
H. S. Cox
R. W. Ellison
R. N. Chase
B. L. Gifford

RECEIVED
DEC 30 1969

FOR FILING

SU-442(2)
1362

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 30, 1969

SUBJECT:

To: MEMO

Attached is a letter from John A. Anderson, Director of Public Works, Marion County, dated December 23, concerning the Lancaster Drive project and other County objectives, addressed to the Marion County Board of Commissioners.

Mr. Moehring: Please handle item No. 1.- Hager property Macleay Rd. & Lancaster

Mr. Cox: Please handle items No. 2 and 3; see me before taking any positive actions.

Mr. Edwards: Please handle items No. 4 and 5.

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Tom Edwards - Encs.
H. S. Cox - Encs.
D. H. Moehring - Encs.

COMMISSIONERS
HENRY C. MATTSON CHAIRMAN
PAT McCARTHY
HARRY CARSON, JR.
EXECUTIVE SECRETARY
BRUCE PROSSER
LEGAL COUNSEL
DUANE R. ERTSGAARD

MA[illegible]
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON 97301

TELEPHONE 364-4401
AREA CODE 503

Porter

December 23, 1969

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

In accordance with previous discussions, the Board of County Commissioners wishes to advise that upon the widening of Lancaster Drive between State Street and Highway 22 by the state, Marion County would be willing to assume this section of road into its road system for permanent maintenance.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Henry C. Mattson
Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

copies to
Edwards
Cox
Moehring
12-30-69

JAA:im

NOTED
F. B. KLABOE

RECEIVED
DEC 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

NACE
NATIONAL ASSOCIATION COUNTY ENGINEERS
CHARTER MEMBER

THEO. KUENZI
ASST. COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301

AREA CODE 503
364-4401, EXT. 53

December 23, 1969

Byter

REFERRED TO
Klabor
BY DEPUTY STATE HIGHWAY ENGINEER

The Honorable Board of
County Commissioners
Marion County Courthouse
Salem, Oregon 97301

C O P Y

Gentlemen:

It appears that Marion County would be able to accomplish several objectives by joint effort with the State Highway Department by the following:

1. Cooperate with the State in acquiring right-of-way from the Hager property to the intersection of Macleay Road and Lancaster Drive. The State Highway Department will require right-of-way on Lancaster Drive and Marion County will require some on Macleay; and at the present time, this office and the State Highway Department are investigating the total cost involved with the Hager property and what proportionate share would be appropriate for each agency.

2. The State Highway Department feel it could program an earlier start on the construction of Lancaster Drive and widening it to a 4-lane facility if Marion County would be willing to assume jurisdiction upon completion. I see no problem or major expense involved and it would appear to be a logical addition to the County Highway System. I have, therefore, prepared a letter to Forrest Cooper expressing willingness to take over this portion of Lancaster Drive.

3. In connection with several sections of the east-west arterials, namely Sunnyview Avenue, Center Street, and Macleay Road (and may I also add consideration of Silverton Road) it would appear that the only funds

Fin & Accts
alloc Co's
20

NOTED
F. B. KLABOT

available for the immediate improvement would have to come from our federal aid allocation. Mr. Cooper's office has expressed willingness to loan us federal aid monies in advance providing we can match our share of the construction costs. I would propose that we could accomplish this financing by borrowing from our County Highway revolving fund.

4. I am advised that there has been a long-standing policy in regard to the installation of signals at the intersection of state highways and county roads or state highways and city streets in which, if these facilities are installed, it should be on a 50-50 cost sharing basis. In this regard, I would recommend that the Board authorize the cost sharing of the flashing signal at the intersection of Hobart Road and the Hillsboro-Silverton Highway. Attached is a letter from the State Highway Department regarding this proposal.

Maint
Traffic
Lights
Gen

5- I would, in addition, request that the State Highway Department consider the cost sharing of the flashing light at the intersection of Highway 99E and Lancaster Drive. I believe the number of accidents at this intersection would warrant such an installation.

Maint
Traffic
Lights
Gen

Very truly yours,

John A Anderson

John A. Anderson
Director of Public Works

JAA:im
Enclosures (2)
cc:Mr. Forrest Cooper

Board approved this 12-24-69
JAA

RECEIVED
DEC 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1969

FOR FILE

511-442(2)
7362

February 24, 1969

Mr. Lee Ohmart
694 High Street, N.E.
Salem, Oregon 97301

Dear Mr. Ohmart:

I have your February 19 request urging an early start of the improvements from Lancaster and State to the North Santiam Highway.

The Highway Commission approved this project for right-of-way acquisition in 1966 but has not as yet been able to place it on a construction program because of lack of financing. About all I can say is that it will have our attention just as soon as funds are available but at the moment, it is not on any definite schedule.

I know this is not the type of answer that will solve your problem and I am sorry that I cannot be more explicit.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms lms
bc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
R. D. Asburry

Lee Ohmart

Ohmart & Calaba
REALTORS
694 High Street N.E. SALEM, OREGON 97301
Telephone 362-4115

Rudy Calaba

February 19, 1969

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In May of 1966, we were approached by your right of way department, relative to acquiring several hundred feet of right of way along Lancaster Drive, SE, for re-alignment of said street.

At that time, great urgency was indicated, because the project was due to start in 1967.

We understand that the project has been delayed because of slow-down of Federal Match Funds.

However, inasmuch as the acquisition has been completed, we now find ourselves in a position where we can't proceed with orderly development plans until the highway improvement is completed.

May we urge that this project be re-placed on your schedule for 1970?

Yours very truly,

Lee Ohmart
Lee Ohmart

LO/c

RECEIVED
FEB 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy FC

REAL ESTATE — INSURANCE

DEC 24 1969

511-442(2)
7362

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1969

SUBJECT:

To: MEMO TO FILE

On this date, I had a telephone conversation with John Anderson, Marion County Director of Public Works, re acquisition of property owned by Bill Hager on the southeast corner of Lancaster Drive and Macleay Road easterly of Salem.

It was suggested that the County's Right-of-Way people confer with our Right-of-Way people to see if there were some mutually satisfactory solution to this problem. Mr. Moehring has been alerted.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
R. D. Asburry
D. H. Moehring

EIVED
DEC 16 1966

SU-442(
7362

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1966

SUBJECT: File 39471 - Hager
~~State St.-N. Santiam Highway Section~~
Silver Creek Falls Highway
Marion County

To: Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Pursuant to our conference Monday, our representative on the Lancaster project, Mr. Ray Wilson, has re-approached Mr. Hager with an offer based upon our second appraisal in the amount of $14,610. This is approximately $4,000 in excess of the first figure that was offered to him.

Mr. Hager is not inclined to consider settlement however at less than the $35,000 to $40,000 he claims it will cost him to acquire the necessary land to build a new and improved facility, it being his position that the State is causing his disruption and therefore should stand the entire cost of such a replacement.

As can be seen, Mr. Hager's demand is hopelessly beyond the range of our reviewed appraisal and even the figure to which Mr. Edwards can be expected to testify (circa $20,000). Mr. Hager also feels, through various circumstances surrounding the zoning of the parcel, that the zoning authorities are also a part of a conspiracy, either willful or otherwise, to force expensive conformance adjustments upon him.

It would appear therefore, our only course is to refer the matter to our attorneys who will in all probability send him an offer in the neighborhood of our highest testimony.

We will follow up the letter of offer in a further effort to settle with Mr. Hager at or near the figure presented in our final offer of settlement. You can be assured that this office will remain at Mr. Hager's service and that he will be given the benefit of the best settlement that is within our authority to extend him. This memorandum has been written to keep you informed as to progress in the matter.

E.J. BENNER
District Supervisor

EJB:vm
cc: D.H. Moehring

RECEIVED
DEC 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAY 18 1966
FOR FILING

SU-442(2)
7362

May 13, 1966

Marion County Board of Commissioners
Courthouse
Salem, Oregon

agenda
apr 21 1966
3E-1

Gentlemen:

The State Highway Commission at its meeting on April 21, 1966, adopted a survey concerning improvement on the State Street-North Santiam Highway Section of the Silver Creek Falls Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 307", adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Attachment

Survey Reso # 307

RECEIVED
MAR 21 1966
FILING

SU-442(2)
7362

March 16, 1966

Oregon State Highway Commission

Gentlemen:

The survey on the State Street-North Santiam Highway Section of the Silver Creek Falls Highway in Marion County has been completed. A public hearing on this section was not required. The length of the section is 1.04 miles and I am attaching a map for your information.

The estimated construction cost of this project is $350,000. The estimated cost of right-of-way is $220,000, for a total estimated cost of $570,000.

I request your approval of the survey and authority to purchase the necessary rights-of-way, with construction to take place when funds are available.

This matter will be on the agenda for your April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Att.

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
R. D. Asburry

DJB:rw bg

RECEIVED
MAR 1 - 1966

FOR FILING

SP*19102-734

SU-442 (2)
7362

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 23, 1966

REFERRED TO
Cooper
By Asst. State Hwy. Engr.

To: Mr. F. D. Morgan
Construction Engineer
Department

SUBJECT: Lancaster Dr.-N. Santiam Hwy. Section
Silver Creek Falls Highway

After Fred Klaboe inquired last week about the subject survey, I checked and found it was not completed, but on the basis that Klaboe wanted to proceed with the right of way acquisition arranged for two prints of the detail map and the appurtenant property records to be sent to you. This was done February 21.

The balance of the survey data will be available for transmittal from this office about March 3 with the exception of the special provisions, which will need to follow a short time thereafter.

R. D. Asburry
Division Engineer

By

Gerald Winer
Assistant Division Engineer

GW:am
cc F. B. Klaboe

NOTED
FORREST COOPER

RECEIVED
FEB 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 2 Pages

RECEIVED
AUG 9 - 1965
FOR FILING

F11-44
7562

Section LANCASTER DRIVE - N. SANTIAM HWY. Highway SILVER CREEK FALLS (FA 121) County MARION Prefix 24-02

Res. Engr. E. J. Hall Approx. Length 1.08± Miles. Sta. ______ to Sta. ______ Date 7-30-65

Truck A.D.T. 197 Traffic Coefficient 8.8 18 kip s.a. per day 138.2.

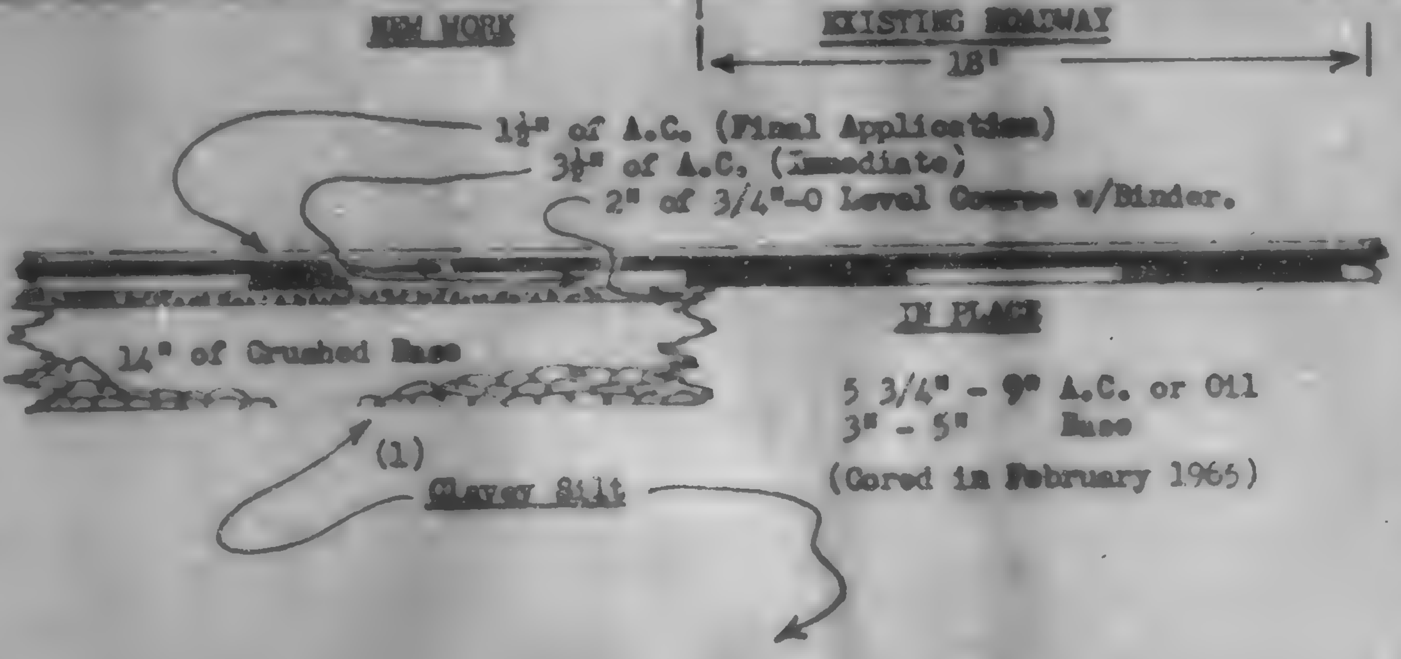
Annual Precipitation 38" Frost Penetration - - - -.

(1)

Typical Soil	
29	LL
7	PI
100	%P 10
97	%P200
0	%Gravel
0	%C Sand
3	%F Sand
68	%Silt
29	%Clay
17	"R" Value
	([redacted])

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.



CBR Total Req.	[illegible]	Thick.	
	3	1½	A.C. (Final)
	7	3½	A.C. (Immed.)
	2	2	Level
	14	14	Cr. Base
26	26	21	
			OVER EXISTING ROADWAY

See Section

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by ______________ Staff Assistant

Recommended by John C. ______ Act. Engineer of Materials

Recommended by ______________ Construction Engineer

Approved by ______________ Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of 4 Pages

Section LANCASTER DRIVE - N. SANTIAM HWY. Highway "OTHER ROADS" County - - - - Prefix - - - -

Res. Engr. - - - - Approx. Length - - - Miles. Sta. - - - - to Sta. - - - Date - - - -

Truck A.D.T. See below Traffic Coefficient - - - - 18 kip s.a. per day - - - -.

Annual Precipitation - - - - Frost Penetration - - - -.

(1)
Typical Soil
LL
See PI
Page %P 10
1 %P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

Truck ADT	Wearing Surface	Level	Crushed Base	CBR Total Req.	Credit	Actual Thick.
30 - 90	3½" A.C.	2"	13"	22		18½
8 - 30	3 " A.C.	2"	11"	19		16
1 - 8	2 " A.C.	2"	10"	16		14
Cars Only	2 " A.C.	2"	6"	12		10

AASHO CLASSIFICATION:

Following are the values assigned various components of the roadway structure:

1" Asphaltic Concrete = 2" Crushed Base
1" Oil Mat = 1" Crushed Base
1" Stone Subbase = 0.8" Crushed Base

MATERIAL SOURCES:

LANCASTER DRIVE
SECTION: (FROM STATE ST. - N. SANTIAM HWY)

HIGHWAY: SILVER FALLS

COUNTY: MARION

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. Present ADT 4500 (Total)

B. Future ADT 8600 (Total)

C. Mean ADT 6550 ($\frac{A+B}{2}$)

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 6% (ADT basis)

G. Trucks (in one direction) $\frac{F}{2}$= 3% x (C) 6550 = 197

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 197 x (H) 100 % = 197

TRAFFIC COEFFICIENT = K $(I)^{0.119}$
where K = 4.69

8.8

SECTION: LANCASTER DRIVE (FROM STATE ST. - N. SANTIAM

HIGHWAY: SILVER FALLS

COUNTY: MARION

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

Project consists of widening from a present two lane section to a four lane facility. 18' of the existing roadway will be utilized with the addition of an overlay.

RECEIVED
JUL 15 1965
FOR FILING

5U-442(2)
7362

Salem, Oregon 97310
July 14, 1965

Silver Falls Highway

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attention: Mr. D. J. Barbee

We desire to purchase right-of-way for four-laning the Four Corners to Santiam Highway Section of this highway.

Please make some preliminary studies and discuss the matter of the section to be used with me before proceeding further.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

FORM E-30 90M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1965

SUBJECT:

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

OFFICE

Four corner to Byers
4 lane standards
Purchase R/W.

Please discuss with me the matter of acquiring right-of-way on the Silver Falls Highway between Four Corners and the Santiam Highway. This is relatively urgent.

R. L. P.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Victor D. Wolfe

SU-528(4) Pacific Hwy. E.-Ward Dr. Sec. 1970
of FAS-741 (Lancaster Dr.), E.
#7363 of Salem. (Grad. & pav.)

C&A. 3932

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 109068

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-11-72	CC 1294		594-1078-297

Contract 7363
SU-528(4)

Marion County
Board of Commissioners
Salem, Oregon 97301

RECEIVED
COUNTY & CITY SECTION
MAY 12 1972
☑ ENGR. ☑ COORD. ☐ RE ☐ AE ☑ OE
☑ UPE ☑ CC ☐ DE ☑ UPC ☐

MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: John Anderson, Director of Public Works			
Final Billing: Pacific Highway East-Ward Drive Section, FAS 741. Covered by agreement dated 7-8-69.			
County Advance Deposit		55,500.00	
Amount previously transferred		45,500.00	
			10,000.00
County share of construction costs		51,231.56	
Amount previously transferred		45,500.00	
			5,731.56
			4,268.44

To be refunded

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $______________

By______________________

c

RECEIVED
MAR 30 1971
FOR FILING

SU-5[illegible](4)
7363

391

March 29, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oregon Project SU-528(4)
Pacific Highway East-Ward Drive Section
Lancaster Drive, Marion County
Materials Certification
Your Ref. 08-33-BB

The following is in reply to your March 4 request for further information about the materials for the subject project.

Both the Coarse Aggregate Base, Item 10, and 3/4"-0 Aggregate Base, Item 11, were produced and in stockpiles at a commercial plant prior to award of this contract. These materials had been tested for gradation compliance during production by the contractor but not by State forces. Numerous vertical faces were exposed around each pile with the contractor's loader. Samples were taken from these faces which were combined and then split down for a composite sample of each pile.

These samples were tested at our State Laboratory and reported on Laboratory Report Nos. 929558 and 929559. These indicated specification compliance and close correlation with results obtained by the contractor during production. Additional materials produced by the contractor after stockpile sampling were placed in separate stockpiles to insure that only tested materials were used.

The progress record samples were also taken at the stockpiles. Samples taken to make up the composite samples were not nearly as numerous as during the job control sampling. The deficiencies noted were relatively minor. These were 0.9 percent excess retained on the No. 10 sieve in the 3/4"-0 material and a 2.0 percent deficiency in the material passing the 1/4-inch sieve in the 1-1/2"-0 material. Had the progress sampling been as intensive as the job control sampling, closer correlation would have been achieved. The materials were not considered detrimental for the use intended.

Final record samples were not taken on this project as only 167 cubic yards (11 percent) of the coarse base material were used on the participating portion of the project, and this use was on driveways only. The remaining 1,353 cubic yards were used on the non-participating portion of the contract. Final depth and width checks were not made for the same reasons.

A total of 1,083 cubic yards of 3/4"-0 crushed base material was used. Six hundred cubic yards were used as bedding under the Type "A" curbs and as base for the asphalt concrete sidewalks behind the curbs. An additional 183 cubic yards were used for the top course of base on driveways. Final samples and depth and width measurements were not considered feasible due to the confined areas with varying depths and widths to which this material had to be placed, and it was doubtful that results would be of any value. The remaining 300 cubic yards were used for temporary ramps into driveways during construction which became a part of the subgrade.

Copies of the laboratory reports referred to are attached. If anything further is needed, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Att.
cc R. L. Porter
Tom Edwards
F. D. Morgan
R. D. Asburry
John Jenkins
MDG:fw ms

OREGON STATE HIGHWAY DEPARTMENT
Materials Division
Laboratory Report

Project Pacific Highway East-Ward Drive
Prefix No. 524-1078
Highway FAS 741
County Marion
Contractor D & D Paving Company
Contract No. 7363
F.A. Project No. SU-528(5)
Submitted by E. J. Hall
Date Reported June 17, 1970
Laboratory Charges $30.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Walling Sand and Gravel
Sampled at Stockpile
To be used 3/4-0 Base
Date received June 9, 1970
Sampled by C. Reeves
Quantity represented 800 cu/yds.
Date Sampled May 18, 1970
Sample No 9

TEST RESULTS

Laboratory No. 929559
Type of material Cr. Gravel 3/4-0
Data Sheet No. 48144
Screen opening Square To 1/4 in. square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
3/4	0	0	
1/2	11	11	
3/8	15	26	
1/4	16	42	- 58
4	11	53	
10	20	73	$\frac{31}{58}$ - 53%
40	15	88	
80	4	92	
200	3	95	
P200	5.0	5.0	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines NP(0) %
Manufactured fines %
Liquid limit: Natural fines NP(19) %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 %
Height in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
Percent crushed 100%

Material as represented by this sample (does) (XXXXXX) comply with specifications.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Asburry
Resident Engineer Hall
Dist. Maint. Supt.
Foreman
Geology and Soils
Files
D & D Paving Company, Inc.

NOTED
E.J.HALL

RECEIVED
JUN 18 1970
OFFICE of RESIDENT ENGINEER
E. J. HALL

John C. Jenkins
Engineer of Materials

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Pacific Highway East-Ward Drive	Prefix No.	524-1078
Highway	FAS 741	County	Marion
Contractor	D & D Paving Company Contract No. 7363	F.A. Project No.	SU-528(5)
Submitted by	E. J. Hall	Date Reported	June 17, 1970
		Laboratory Charges	$30.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Walling Sand and Gravel

Sampled at Stockpile

To be used	3/4-0 Base	Date received	June 9, 1970
Sampled by	C. Reeves	Quantity represented	800 cu/yds.
Date Sampled	May 18, 1970	Sample No	9

TEST RESULTS

Laboratory No. 929559 Type of material Cr. Gravel 3/4-0

Data Sheet No. 48144 Screen opening Square To 1/4 in. square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
3/4	0	0	
1/2	11	11	
3/8	15	26	
1/4	16	42	- 58
4	11	53	
10	20	73	$\frac{31}{58}$ = 53%
40	15	88	
80	4	92	
200	3	95	
P200	5.0	5.0	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	NP(0)	%
Manufactured fines		%
Liquid limit: Natural fines	NP(19)	%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Percent crushed	100%	

Material as represented by this sample (does) (XXXXX) comply with specifications.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads	
Construction Engineer	
Maintenance Engineer	
Bridge Engineer	
Requisition Office	
Division Engineer	Asburry
Resident Engineer	Hall
Dist. Maint. Supt.	
Foreman	
Geology and Soils	
Files	

D & D Paving Company, Inc.

NOTED
E. J. HALL

RECEIVED
JUN 18 1970
OFFICE of RESIDENT ENGINEER
E. J. HALL

John C. Jenkins

Engineer of Materials

Form E-41—3M—1-61

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Pacific Highway East-Ward Drive
Highway FAS 741
Contractor D & D Paving Contract No. 7363
Submitted by E. J. Hall

Prefix No. 524-1078
County Marion
F.A. Project No. SU-528(4)
Date Reported June 16, 1970
Laboratory Charges $37.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Walling Sand & Gravel
Sampled at Stockpile
To be used Base
Sampled by C. Reeves
Date Sampled May 18, 1970
Sample no 8
Date received June 9, 1970
Quantity represented 1800 cu/yds.

TEST RESULTS

Laboratory No. 929558
Data Sheet No. A48143
Type of material Cr. Gravel 1 1/2-0
Screen opening Square To 1/4 in. square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
2	0	0	
1 1/2	1	1	
1	18	19	
3/4	12	31	
1/2	11	42	
1/4	18	60	40
4	7	67	
10	10	77	43%-
40	12	89	
80	4	93	
200	2	95	
P200	4.8	4.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	NP (0)	%
Manufactured fines		%
Liquid limit: Natural fines	NP (19)	%
Manufactured fines		%
Fracture		%
Sand equivalent	45	
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
percent crushed	82% by wt.	

Material as represented by this sample (does) XXXXXX comply with specifications.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Asburry
X Resident Engineer Hall
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X D & D Paving Company

NOTED
E. J. HALL

RECEIVED
JUN 17 1970
OFFICE of RESIDENT ENGINEER
E. J. HALL

John C. [illegible]
Engineer of Materials

JUN 22 ENT'D

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 4, 1971

In reply refer to: 08-35-DB
Contract # 7363

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

Johnson - Reply
Cy 6&w 3-8-71

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project SU-528(4)
Pacific Highway East - Ward Drive Section
Lancaster Drive, Marion County
Materials Certification

We have received your letter requesting our acceptance of Federal-aid Project SU-528(4).

Concerning Items 10 and 11 please furnish us with the reason that there were no final record samples or depth and width checks. We would also like to know the reason for gradation deficiencies with the coarse aggregate base and the 3/4"-0 Aggregate Base in the two progress record samples.

Routing
RECEIVED
MAR 9 1971
CONSTRUCTION DIVISION
Johnson
1 MJ

RECEIVED
MAR 1971
OFFICE OF
STATE HIGHWAY ENGINEER

C.C. R.D. Asbury 3-9-71/request for explaination MJ

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 4 - 1971
FORM E-30 (4-70)
FOR FILING

SU-528(4)

7363

SP*52803-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 23, 1971

SUBJECT: Pacific Hwy. East-Ward Drive Section
Lancaster Drive, Marion County
Materials Certification
Assignment No. 1655-P

To:
Mr. F. D. Morgan
Construction Engineer
OFFICE

NOTED
A. E. JOHNSON

Attached are the explanations furnished by the Regional office and Resident Engineer regarding differences between the job control and progress record test results and lack of final samples and depth and width checks.

The procedures set forth in PPM 20-6.2 require that comparisons be made between record test results and job control results promptly during progress of the project and explanations of differences furnished with submission of the test result summary. When fewer than the required number of tests required by our minimum frequency schedules are obtained, this is to be explained upon submission of the test result summary. Unfortunately, this is one area some of the Regions have shown considerable laxity.

In the past where it is evident we will not have to negotiate with the contractor for a reduction in price and the chances of Federal Highway Administration refusal in participation are few, acceptance of the contract has been recommended to expedite payments to the contractor and the explanations to the Federal Highway Administration obtained later as was done on this project.

Until such time as the Regional personnel accept their responsibilities and abide by the minimum requirements which the Federal Highway Administration has imposed upon us, I believe this to be the proper procedure to follow.

M. D. Glenn MGlenn
Quality Control Engineer

MDG:fw
Attach.
cc: A. E. Johnson - w/attach.
John Jenkins - w/attach.
R. D. Asburry

RECEIVED
MAR 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2.30

524-1078

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1971

To: M. D. Glenn
QUALITY CONTROL ENGINEER

SUBJECT: Field Testing
Pacific Highway E.-Ward Drive Section
Lancaster Drive
Marion County FAS 741 Contract 7373 6

Reference is made to R. E. Simpson's March 4 inquiry about alleged deficiencies in the certification of materials utilized and incorporated into the subject project.

When we were first made aware of John Jenkins' February 10 qualifications on the testing of the material incorporated into this project, Tom Schott investigated and his report was sent to you February 22. It stated: "On this Job Item #10 and #11 were used in driveways and under curbs and sidewalks. Final was not feasible. Under these circumstances except possible Area AA on plans." s/T. J. Schott.

Section AA was a State only portion of this project and did not involve Federal Aid so final record testing was unnecessary. William R. Fretwell's March 19 report specifies how much of the material was incorporated on the State portion of the project and how much on the Federal Aid portion.

As to the deficiencies noted in Progress Record Samples on the gradation of the Coarse Aggregate Base and 3/4"-0 Aggregate Base, E. J. Hall's attached March 16 report gives a full explanation.

We would have appreciated the opportunity to have made this explanation before Jenkins made his qualifications because it sounds worse than it actually is.

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
MAR 19 1971
CONSTRUCTION DIVISION

R. D. Asburry
REGIONAL ENGINEER

by Gerald W. Wimer
(by Wm Fretwell)

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

Attach.

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1971

SUBJECT: Record Samples
Items #10 and #11
Pacific Highway E.-Ward Drive Sec.
Lancaster Drive
Marion County

To: R. D. Asburry
REGIONAL ENGINEER

Attention: G. W. Wimer

In accordance with your request for an explanation for the deficiency of Record Samples on Items #10 and #11, the following information is submitted:

Item #10 Coarse Crushed Base
Total Quantity Used: 1520 cubic yards

Used on State Project: 1353 cubic yards
(No tests required)?

Used on County Project: 167 cubic yards
(Used on Driveways only)
No Final Depth & Width Tests required

Item #11 3/4"-0 Crushed Base

Total Quantity used: 1083 cubic yards
Used under Sidewalks: 600 cubic yards
Used for Ramping of Temp. Driveways and when cut to grade this material was at random incorporated into subgrade: 300 cubic yards

Used as Top for Base Course on Driveways: 183 cu.yds.

(None of the above are tested).

William R Fretwell
William R. Fretwell
REGIONAL TEOLOGIST

WRF/jc

cc: E. J. Hall

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1971

SUBJECT: Failing Progress Samples
Aggregate Base Material
Pacific Highway East - Ward Dr.
Lancaster Drive
Marion County

To:
Mr. R. D. Asburry
Regional Engineer
EAST SALEM HWY BUILDING

Att: G. W. Wimer

In accordance with your request for an explanation of the gradation defeciencies in the coarse aggregate base and the 3/4"-0 aggregate base in the two progress record samples on the subject project, we submit the following.

Both size aggregates were produced and in stockpile at a large commercial plant sometime prior to the contract. It is my recollection that the coarse aggregate pile contained 3000-4000 cubic yards and the 3/4"-0 pile contained 2000 cubic yards or more. Even though the contract would require less than 50% of this material, it was necessary to sample the entire pile as we would not know where in the pile the contractor would get the material. A great deal of time and effort was expended in sampling these piles to be sure that our samples were representative.

The contractor's loader was used and vertical faces were exposed at a dozen or so places around the pile. Material was taken from these faces and combined and then split down for a composite sample. These samples, when tested by our lab, showed ~~the~~ the material to be within our specifications and very close to the gradation testing that had been done by the contractor's forces during crushing operations. Additional material crushed by the contractor during the contract was separately piled so that we were able to determine that the material incorporated in the project was the material we had tested.

The progress record samples are only slightly out of specifications and are within a reasonable conformance of the specifications.

In my opinion, the progress samples were properly taken, however; had the sampling been carried out to the same intensive degree as was done by my inspector, undoubtedly the sample would have been within gradation specifications.

E. J. Hall
ResidentEngineeS

cc: file

Form E-61-5M-1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Pacific Highway East-Ward Drive	Prefix No.	524-1078
Highway	FAS 741	County	Marion
Contractor	D & D Paving Contract No. 7363	F.A. Project No.	SU-528(4)
Submitted by	E. J. Hall	Date Reported	June 16, 1970
		Laboratory Charges	$37.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Walling Sand & Gravel

Sampled at Stockpile

To be used	Base	Date received	June 9, 1970
Sampled by	C. Reeves	Quantity represented	1800 cu/yds.
Date Sampled	May 18, 1970		
Sample no	8		

TEST RESULTS

Laboratory No.	929558	Type of material	Cr. Gravel 1 1/2-0
Data Sheet No.	A48143	Screen opening Square	To 1/4 in. square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
2	0	0	
1 1/2	1	1	
1	18	19	
3/4	12	31	
1/2	11	42	
1/4	18	60	40
4	7	67	
10	10	77	43%-
40	12	89	
80	4	93	
200	2	95	
P200	4.8	4.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	NP (0)	%
Manufactured fines		%
Liquid limit: Natural fines	NP (19)	%
Manufactured fines		%
Fracture		%
Sand equivalent	45	
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
percent crushed	82% by wt.	

Material as represented by this sample (does) XXXXXXX comply with specifications.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Asburry
X Resident Engineer Hall
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X D & D Paving Company

NOTED
E. J. HALL

RECEIVED
JUN 17 1970
OFFICE of RESIDENT ENGINEER
E. J. HALL

John C. Jackson
Engineer of Materials

JUN 22 ENT'D

E-81-3M-1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Pacific Highway East-Ward Drive	Prefix No.	524-1078
Highway	FAS 741	County	Marion
Contractor	D & D Paving Company Contract No. 7363	F.A. Project No.	SU-528(4)
Submitted by	E. J. Hall	Date Reported	June 17, 1970
		Laboratory Charges	$30.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Walling Sand and Gravel

Sampled at Stockpile

To be used	3/4-0 Base	Date received	June 9, 1970
Sampled by	C. Reeves	Quantity represented	800 cu/yds.
Date Sampled	May 18, 1970	Sample No	9

TEST RESULTS

Laboratory No.	929559	Type of material	Cr. Gravel 3/4-0
Data Sheet No.	48144	Screen opening Square	To 1/4 in. square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
3/4	0	0	
1/2	11	11	
3/8	15	26	
1/4	16	42	– 58
4	11	53	
10	20	73	31 - 53%
40	15	88	58
80	4	92	
200	3	95	
P200	5.0	5.0	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	NP(0)	%
Manufactured fines		%
Liquid limit: Natural fines	NP(19)	%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Percent crushed	100%	

Material as represented by this sample (does) (XXXXXX) comply with specifications.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads	
Construction Engineer	
Maintenance Engineer	
Bridge Engineer	
Requisition Office	
Division Engineer	Asburry
Resident Engineer	Hall
Dist. Maint. Supt.	
Foreman	
Geology and Soils	
Files	
D & D Paving Company, Inc.	

NOTED
E. J. HALL

RECEIVED
JUN 18 1970
OFFICE of RESIDENT ENGINEER
E. J. HALL

John C. Jenkins
Engineer of Materials

JUN 22

RECEIVED
JAN 8 - 1971
FOR FILING

511-528(4)
7363

January 7, 1971

Fidelity and Deposit Co. of Maryland
900 Failing Building
Portland, Oregon 97204

Gentlemen:

On January 4, 1971, we wrote to you concerning release of final payment on Contract No. 7363 awarded to D and D Paving, Inc., for work on Pacific Highway East-Ward Drive Section of FAS 741 in Marion County.

Final payment on this contract is $16,797.26 and the total contract amount is $325,441.90 including $3,660.36 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Fidelity & Deposit Co.
of Maryland
Baltimore 3, Maryland

D and D Paving, Inc.
1615 22nd St., SE
Salem, Oregon 97302

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
R. D. Ashbury

RECEIVED
JAN 4 - 1971
FOR FILING

SU-528(4)
7363

December 31, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 30, 1970 on Contract No. 7363. The contract was with D & D Paving, Inc., and was for grading and paving on the Pacific Highway East-Ward Drive Section of FAS 741 (Lancaster Drive) in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1970 and that you concur in this procedure at the Commission meeting on January 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan
Victor D. Wolfe
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

SU-528(4)
7363

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION PACIFIC HIGHWAY EAST - WARD DRIVE	WEEK ENDING: November 15, 1970	SECTION PREFIX 524-1078
HIGHWAY FAS 741	COUNTY Marion	
NAME OF JOB Pacific Highway East - Ward Drive	KIND OF WORK Grading and Paving	
CONTRACTOR D & D Paving, Inc.	CONTRACT NUMBER 7363	FEDERAL AID PROJECT NUMBER SU-528(4)
DATE OF CONTRACT May 14, 1970	DATE WORK STARTED May 25, 1970	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 120	WORK DAYS USED CALENDAR DAYS USED 120
PROJECT AUTHORIZATION: $ 383,779.59	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 353,347.73	ENGINEERING AUTHORIZATION $ 30,431.86	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 329,645.00	ENGINEERING COST TO DATE $ 25,050.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: UNDERRUN 7 %	PERCENT OF AUTHORIZATION 82 %	DATE PROJECT WAS COMPLETED: September 30, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan
Rooting
Decker
Bond
Pease
Walker
Swan
Boehme
Glenn
Litchfield
Johnsen
Gallegher
Stein

RECEIVED
NOV 16 1970
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate will be turned in to Regional Office on Monday, September 16, 1970.

?

FINAL REPORT

SIGNED E. J. Hall LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F-16

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

10-20-70

Project Name Pacific Highway East-Ward Drive Section Contract No. 7363

Highway Lancaster Drive - FAS 741 Prefix No. 524-1078

County Marion F.A. No. SU-528(4)

Final inspection made on October 13, 1970 By Gerald Wimer

in company with Lyle Renz (FHWA); Ray Daniels and Jess Daniels (D & D Paving, Inc.); Ted Kuenzi (Marion County); and Ed Hall (OSHD).

CHECK LIST

Date			
9-30-70	Construction signs removed	Wasn't closed	Opened to traffic.
Was none	Salem office notified to rescind construction speed zone.	With semi-final	Division materials certification submitted.
10-12-70	Contractor removed equipment from project.		
9-30-70	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good appearing and riding job. John Walker, Construction Section inspected October 5, 1970.

RECEIVED
COUNTY & CITY SECTION
OCT 20 1970
☐ ENGR. ☑ C. ENGR. ☑ J.E. ☑ A.E. ☑ UE
☑ HPE ☑ CE ☑ RE ☑ HPE ☐

All contract work on this project has been completed and recommendation is made for acceptance on Sept. 30, 1970. The semi-final estimate will be submitted about Nov. 2, 1970.

cc: Construction Engineer - F. D. Morgan
Regional Engineer - R. D. Asburry
Maintenance Engineer - Robert N. Bothman
~~Bridge Engineer - Ivan D. Merchant~~
Traffic Engineer - F. B. Crandall
County-City Engineer - H. S. Cox
Resident Engineer - Ed Hall
District Engineer - Floyd Lacey
~~State Parks Supt.~~
~~Regional Parks Supt.~~

Copies sent to all named ____________.

(signed)

Reg. Const. Engr.
(title)

lf

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-16	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 6-2-70	COUNTY Marion PROJECT NO. SU-528(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pacific Highway East - Ward Drive Section on FAS 741.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-2-70	0.472
OTHER *(Specify)*		

FUNDS — Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT $ 383,666.00	FEDERAL FUNDS $ 243,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By ______

Assistant State Highway
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ______
(Division Engineer)
[illegible]: R. E. Simpson

Date executed by Division Engineer JUN 2 1970

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. SU-528(4)

PACIFIC HIGHWAY EAST-WARD DRIVE SECTION ON
FAS 741 IN MARION COUNTY

Salem, Oregon, May 19, 1970

Project agreement estimate.

Type Code 6203
Roadway (Sta. 204+50 to Sta. 235+99.54 = "LD" 17+58.03)
(County Participation)

Temporary Protection and Direction of Traffic	All Required (75%)		$ 6,375.00
Clearing and Grubbing	All Required (70%)		1,666.35
Removal of Structure and Obstructions	All Required (85%)		637.50
General Excavation	1,060 cu.yd.	2.65	2,809.00
Trench Excavation	3,740 cu.yd.	2.20	8,228.00
Finishing Roadbed and Slopes	All Required (55%)		1,650.00
Watering	100 M-gal.	6.50	650.00
Coarse Aggregate Base	230 cu.yd.	5.50	1,265.00
3/4" - 0 Aggregate Base	660 cu.yd.	5.75	3,795.00
Lime Treated Subgrade	17,300 sq.yd.	0.42	7,266.00
Lime for Treated Subgrade	190 ton	32.00	6,080.00
Class B Asphalt Concrete Mixture	14,890 ton	5.30	78,917.00
Asphalt Cement in Mixture	970 ton	32.00	31,040.00
Asphalt in Tack Coat	5 ton	70.00	350.00
8-inch Sewer Pipe	740 lin.ft.	3.20	2,368.00
10-inch Sewer Pipe	550 lin.ft.	3.95	2,172.50
12-inch Sewer Pipe	530 lin.ft.	4.95	2,623.50
15-inch Sewer Pipe	450 lin.ft.	6.15	2,767.50
18-inch Sewer Pipe	750 lin.ft.	7.95	5,962.50
21-inch Sewer Pipe	1,010 lin.ft.	9.90	9,999.00
24-inch Sewer Pipe	850 lin.ft.	12.10	10,285.00
27-inch Sewer Pipe	1,500 lin.ft.	11.00	16,500.00
Extra for Pipe Under Pavement	400 lin.ft.	6.50	2,600.00
Concrete Manholes	8 only	295.00	2,360.00
Concrete Inlets, Type "CG-1" Modified	18 only	195.00	3,510.00
Concrete Inlets, Type "CG-2" Modified	8 only	245.00	1,960.00
Concrete Inlets, Special	20 only	55.00	1,100.00

6-inch Concrete Surfacing	120 sq.yd.	7.70	924.00
Concrete Curbs	360 cu.yd.	51.00	18,360.00
Extra for Asphalt Approaches	28 only	45.00	1,260.00
Extra for Asphalt Walks	3,000 sq.yd.	1.50	4,500.00
Adjusting Manholes	11 only	55.00	605.00
Adjusting Boxes	3 only	30.00	90.00

Roadway (Sta. "LD" 17+58.03 to Sta. "LD" 11+00) (State Participation)

Temporary Protection and Direction of Traffic	All Required (25%)		$ 2,125.00
Clearing and Grubbing	All Required (30%)		714.15
Removal of Structure and Obstructions	All Required (15%)		112.50
Ditch Excavation	100 cu.yd.	3.00	300.00
General Excavation	6,820 cu.yd.	2.65	18,073.00
Trench Excavation	330 cu.yd.	2.20	726.00
Finishing Roadbed and Slopes	All Required (45%)		1,350.00
Obliteration of Roadway	400 sq.yd.	2.20	880.00
Watering	10 M-gal.	6.50	65.00
Coarse Aggregate Base	1,510 cu.yd.	5.50	8,305.00
3/4" - 0 Aggregate Base	100 cu.yd.	5.75	575.00
Lime Treated Subgrade	9,490 sq.yd.	0.42	3,985.80
Lime for Treated Subgrade	110 ton	32.00	3,520.00
Class "B" Asphalt Concrete Mixture	4,550 ton	5.30	24,115.00
Asphalt Cement in Mixture	290 ton	32.00	9,280.00
Asphalt in Tack Coat	2 ton	70.00	140.00
8-inch Sewer Pipe	90 lin.ft.	3.20	288.00
10-inch Sewer Pipe	30 lin.ft.	3.95	118.50
12-inch Sewer Pipe	70 lin.ft.	4.95	346.50
15-inch Sewer Pipe	550 lin.ft.	6.15	3,382.50
21-inch Sewer Pipe	360 lin.ft.	9.90	3,564.00
Concrete Inlets, Type "CG-1" Modified	6 only	195.00	1,170.00
Concrete Curbs	140 cu.yd.	51.00	7,140.00
Extra for Asphalt Approaches	8 only	45.00	360.00
Extra for Asphalt Walks	1,280 sq.yd.	1.50	1,920.00
Adjusting Manholes	2 only	55.00	110.00
	Subtotal		$334,531.80

Flagging (60% of contractor's cost)	All Required	$ 3,500.00
	Subtotal	$338,031.80
	Engr. & Cont.	45,634.20
	Total	$383,666.00

Length of Project - - - - - - 0.472 mile

Cost of Roadway per Mile - - $812,851.84

Federal Funds	$243,700.00
State Funds	69,983.00
County Funds	69,983.00
Total	$383,666.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%

Contract No. 7363

Prefix 524-1078

PACIFIC HWY. EAST-WARD DRIVE SECTION

PROJECT NO. SU-528(4)

Nonparticipating - State Work

Setting Mail Box Posts	34 only	35.00	$ 1,190.00
Furnish and Install Mail Box Posts	All Required		100.00
			$ 1,290.00

C

RECEIVED
JUN 3 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

511-528(4)
7363

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 2, 1970

Northwest Natural Gas Company
3123 Broadway, N. E.
Salem, Oregon 97303

Re: Gas Line Adjustment
Pacific Highway East-Ward Drive Section
FAS 741 (Lancaster Drive)
Marion County

ATTENTION: Robert M. Leidig

NOTED
F. B. KLABOE

Gentlemen:

Reference is made to our letter of April 15, 1970, which set forth certain portions of your 4-inch gas main, at the intersection of Lancaster Drive and Pacific Highway East, which conflict with the construction of the subject project.

Inasmuch as an additional portion of this same 4-inch line will conflict with the proposed construction of the Chemawa Road-Hayesville Interchange Section of Pacific Highway East, a revised list of conflict has been prepared and is attached.

Five hundred fifty three (553) feet of the 4-inch main is located on private property and 206 feet is located on public road right of way. The State, therefore, will reimburse you for 72.86% of the cost of adjusting the gas main.

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 20, 1970, has been approved by the State. You are hereby authorized to proceed with the work as of June 2, 1970.

Please contact Mr. E. J. Hall, Resident Engineer, P. O. Box 30, Salem, Oregon 97310, Phone: 364-2171, Ext. 1334, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to June 2, 1970, in the amount of $2,706.03, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

JMC:ss
cc: F. B. Klaboe
~~R. E. Simpson~~
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
R.D. Asburry (w/attach.) (2)
E. J. Hall "
F. T. Lacey "
F. W. Sugnet "

Very truly yours,

F. D. Morgan
Construction Engineer

By: Julius Cartwright for
T. W. Litchfield
Railroad & Utility Engineer

RECEIVED
JUN 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Note to R. D. Asburry: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
JUN 1 - 1970
FOR FILE 3

SU-528(1)

7363

C

May 28, 1970

D and D Paving, Inc.
1815 22nd St., SE
Salem, Oregon 97302

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7363 for grading and paving
the Pacific Highway East-Ward Drive Section
of FAS 741 in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure
cc Fidelity and Deposit Co. of Maryland
909 Failing Building
Portland, Oregon 97204

Fidelity and Deposit Co. of Maryland
Baltimore 3
Maryland

Frank Morgan
D. J. Barbee
Ivan Merchant
R. D. Asburry
E. J. Hall

fkn

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

GHWAY DEPARTMENT INVOICE

NO. 102235

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-27-70	CC 1[illegible]15		5[illegible]-10[illegible]-297

Marion County
Board of Commissioners
Courthouse
Salem, Oregon 97301

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
MAY 27 1970
ENGINEER
COUNTY & CITY DIVISION

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: John Anderson			
Advance Deposit			55,500.00
Partial transfer of the advance deposit for the construction of Pacific Highway East-Ward Drive Section, Lancaster Drive, NE, FAS 741. Covered by agreement dated 7-8-69.			45,500.00
To be retained			10,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $________________
By____

NOTED
RICHARD UNREIN

NOTED
H. S. COX

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

April 27, 1970

Attention: Mr. John Anderson
Public Works Director

Gentlemen:

On April 23, 1970 a satisfactory bid was received from D & D Paving Company, Inc., Salem 97302, for the construction of Highway 99E-Ward Drive Section of Lancaster Drive, FAS 741. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid items	$241,743.19
Flagging	2,450.00
Mail box posts	90.00
13½% engineering & contingencies	32,978.23
Estimated total cost	$277,261.42

County Advance Deposit:

20% of $277,261.42 = 55,452.28 or say $55,500

Please make this advance deposit in the amount of $55,500 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

HR

By: Harold Reynoldson
Planning Engineer

HR:ljt

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED ✓
DON HARWELL

04/23/70 JOB NO. 19 LOW BIDDER123

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT	44
1	TEMPORARY PROTECTION AND DIRECT TRAFFIC	1.000	LUMP SUM	8500.00	8,500.00	2500.
2	CLEARING AND GRUBBING	1.000	LUMP SUM	2380.50	2,380.50	2500.
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.000	LUMP SUM	750.00	750.00	3000.
4	DITCH EXCAVATION	100.000	CU YDS	3.00	300.00	2.
5	GENERAL EXCAVATION	7,880.000	CU YDS	2.65	20,882.00	2
6	TRENCH EXCAVATION	4,070.000	CU YDS	2.20	8,954.00	2.
7	FINISH ROADBED AND SLOPES	1.000	LUMP SUM	3000.00	3,000.00	2000.
8	OBLITERATION OF ROADWAY	400.000	SQ YDS	2.20	880.00	3.
9	WATERING	110.000	M-GALS	6.50	715.00	4.
10	COARSE AGGREGATE BASE	1,740.000	CU YDS	5.50	9,570.00	5.
11	3/4IN-0 AGGREGATE BASE	760.000	CU YDS	5.75	4,370.00	7.
12	LIME TREATED SUBGRADE	26,790.000	SQ YDS	.42	11,251.80	.
13	LIME FOR TREATED SUBGRADE	300.000	TON S	32.00	9,600.00	40.
14	CLASS B ASPHALT CONCRETE MIXTURE	19,440.000	TONS	5.30	103,032.00	5.
15	ASPHALT CEMENT IN MIXTURE	1,260.000	TONS	32.00	40,320.00	33.
16	ASPHALT IN TACK COAT	7.000	TONS	70.00	490.00	60.

Moore Business Forms, Inc.

LOW BIDDER123 UNIT BID	AMOUNT	449	County	State
8500.00	8,500.00	2500.00	6375	2125
2380.50	2,380.50	2500.00	1666.35	714.15
750.00	750.00	3000.00	637.50	112.50
3.00	300.00	2.00	—	300.00
2.65	20,882.00	2.25	2,811.00	18,071.00
2.20	8,954.00	2.50	8227.00	727 00
3000.00	3,000.00	2000.00	1650.00	1350.00
2.20	880.00	3.00		880.00
6.50	715.00	4.00	645.00	70.
5.50	9,570.00	5.00	1265.00	8305.00
5.75	4,370.00	7.00	3795.00	575.00
.42	11,251.80	.50	7265.00	3986.00
32.00	9,600.00	40.00	6,080.00	3520.00
5.30	103,032.00	5.50	78,912.00	24,120.00
32.00	40,320.00	33.00	31,038.34	9,281.66
70.00	490.00	60.00	350.00	140.00

04/23/70 JOB NO. 19

NO.	ITEM NAME	QUANTITY	UNIT	LOW BIDDER123 UNIT BID	AMOUNT	449
17	8-INCH SEWER PIPE	830.000	LIN FT	3.20	2,656.00	2.9
18	10-INCH SEWER PIPE	580.000	LIN FT	3.95	2,291.00	3.6
19	12-INCH SEWER PIPE	600.000	LIN FT	4.95	2,970.00	4.7
20	15-INCH SEWER PIPE	1,000.000	LIN FT	6.15	6,150.00	6.2
21	18-INCH SEWER PIPE	750.000	LIN FT	7.95	5,962.50	7.9
22	21-INCH SEWER PIPE	1,370.000	LIN FT	9.90	13,563.00	10.4
23	24-INCH SEWER PIPE	850.000	LIN FT	12.10	10,285.00	11.9
24	27-INCH SEWER PIPE	1,500.000	LIN FT	11.00	16,500.00	12.7
25	EXTRA FOR PIPE UNDER PAVEMENT	400.000	LIN FT	6.50	2,600.00	8.5
26	CONCRETE MANHOLES	8.000	ONLY	295.00	2,360.00	310.0
27	CONCRETE INLETS TYPE CG-1 MODIFIED	24.000	ONLY	195.00	4,680.00	105.0
28	CONCRETE INLETS TYPE CG-2 MODIFIED	8.000	ONLY	245.00	1,960.00	110.0
29	CONCRETE INLETS SPECIAL	20.000	ONLY	55.00	1,100.00	110.0
30	6-INCH CONCRETE SURFACING	120.000	SQ YDS	7.70	924.00	6.1
31	CONCRETE CURBS	500.000	CU YDS	51.00	25,500.00	45.0
32	EXTRA FOR ASPH APPROACHES	36.000	ONLY	45.00	1,620.00	50.0

LOW BIDDER123 UNIT BID	AMOUNT	449	Co.	State
3.20	2,656.00	2.90	2368.00	288.00
3.95	2,291.00	3.60	2172.00	119.00
4.95	2,970.00	4.75	2627.00	346.00
6.15	6,150.00	6.25	2768.00	3382.00
7.95	5,962.50	7.90	5962.50	
9.90	13,563.00	10.40	9,998.00	3568
12.10	10,285.00	11.90	10,280.00	
11.00	16,500.00	12.75	16,500.00	
6.50	2,600.00	8.50	2600.00	
295.00	2,360.00	310.00	2,360.00	
195.00	4,680.00	105.00	3,510.00	1,170.00
245.00	1,960.00	110.00	1,960.00	
55.00	1,100.00	110.00	1,100.00	
7.70	924.00	6.10	924.00	
51.00	25,500.00	45.00	18,360	7,140.00
45.00	1,620.00	50.00	1260	360.00

04/23/70 JOB NO. 19 LOW BIDDER123

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT	449
33	EXTRA FOR ASPHALT WALKS	4,280.000	SQ YDS	1.50	6,420.00	2.
34	ADJUSTING MANHOLES	13.000	ONLY	55.00	715.00	60.
35	ADJUSTING BOXES	3.000	ONLY	30.00	90.00	30.
36	SETTING MAIL BOX POSTS	34.000	ONLY	35.00	1,190.00	35.
	TOTAL BID				334,531.80	340,36

Flagging $3500

Mail Box Posts

Moore Business Forms, Inc.

TY	UNIT	UNIT BID	AMOUNT	449		
		LOW BIDDER123				
00	SQ YDS	1.50	6,420.00	2.50	4,494.00	1926.00
00	ONLY	55.00	715.00	60.00	608.00	107.00
00	ONLY	30.00	90.00	30.00	90.00	
0	ONLY	35.00	1,190.00	35.00	1,093	107.00
			334,531.80	340,360.00		
					241,743.19	92,788.80
					2450	1050
					90	10

Flagging $3500

Mail Box Posts

244,283.19
32,978.27
277,261.42
55,452.22
$55,500

OREGON STATE HIGHWAY DEPARTMENT

J[illegible] 19

ummary of Bids Received and Construction Authorization

Project PACIFIC HIGHWAY EAST-WARD DRIVE SECTION

Highway FAS 741

County MARION

F. A. Project No. SU 528034

Engineer's Estimate 340,896.00

Date Bids Received 04/23/70

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	[illegible] + [illegible] PAVING CO INC SALEM	334,531.80
2	SALEM ROAD + DRIVEWAY CO SALEM	340,360.00

3837

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 334,531.[illegible]

Additional anticipated items:

FLAGGING /STATE SHARE/	3,[illegible]
MAIL BOX P[illegible]	1[illegible]

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

County

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1 D + D PAVING CO INC SALEM	334.531.80
2 SALEM ROAD + DRIVEWAY CO SALEM	340.300.00

3837

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 334.531.

Additional anticipated items:
FLAGGING /STATE SHARE/ [illegible]
TIE [illegible] [illegible]

Subtotal . . . . $ 338.131.

(XXXXXX)
Contingencies and engineering (~~12%~~) . 45.647.7
(13-1/2%)

Subtotal . . . . $ 383.779.5

Credit for maintenance rock . . . . . –

Net construction authorization . . $ [illegible]779.

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

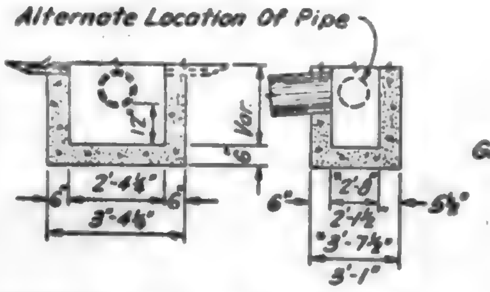
State Highway Engineer

District Engineer, B.P.R.

S U M M A R Y

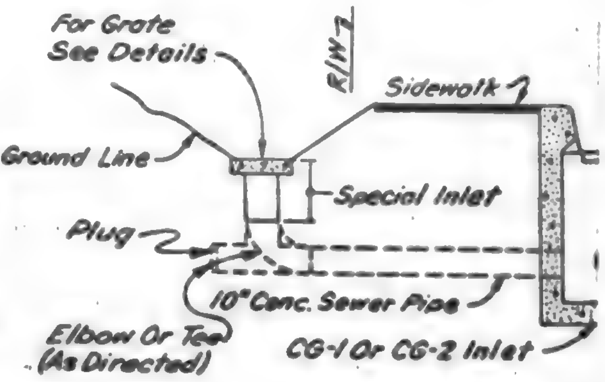
ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL	SEGREGATION OF QUANTITIES COUNTY Sta 204+50 TO Sta 235+99.54 = Sta "LB" 17+58.03	STATE Sta "LB" 17+58.03 TO Sta "LB" 11+00	Amt	County	State
Temporary Protection And Direction Of Traffic	All	All		All	75%	25%	/		
Clearing And Grubbing	All	All		All	70%	30%	/		
Removal Of Structure And Obstructions	All	All		All	85%	15%	/		
Ditch Excavation	Cu. Yd.	90	10	100		100	/		
General Excavation	Cu. Yd.	7,163	717	7,880	1,060	6,820	86.5 /		
Trench Excavation	Cu. Yd.	3,699	371	4,070	3,740	330	41.79 /		
Finish Roadbed And Slopes	All	All		All	55%	45%	/		
Obliteration Of Roadway	Sq. Yd.	366	34	400		400	/		
Watering	M-Gal.	90	20	110	100	10	90.9 /		
Coarse Aggregate Base	Cu. Yd.	1,583	157	1,740	230	1,510	13.22	86.78%	
3/4"-0 Aggregate Base	Cu. Yd.	690	70	760	660	100	86.84	13.16	
Lime Treated Subgrade	Sq. Yd.	24,356	2,434	26,790	17,300	9,490	64.57	35.34	
Lime For Treated Subgrade	Ton	272	28	300	190	110	63.33	36.67	
Class "B" Asphalt Concrete Mixture	Ton	17,673	1,767	19,440	14,890	4,550	76.59	23.41	
Asphalt Concrete In Mixture	Ton	1,149	111	1,260	970	290	76.98	23.02	
Asphalt In Tack Coat	Ton	6	1	7	5	2	71.42		
8-Inch Sewer Pipe	Lin. Ft.	752	78	830	740	90	89.16	10.84	
10-Inch Sewer Pipe	Lin. Ft.	530	50	580	550	30	94.83	5.17	
12-Inch Sewer Pipe	Lin. Ft.	548	52	600	530	70	88.33	11.67	
15-Inch Sewer Pipe	Lin. Ft.	914	86	1,000	450	550	45	55	
18-Inch Sewer Pipe	Lin. Ft.	676	74	750	750		/		
21-Inch Sewer Pipe	Lin. Ft.	1,243	127	1,370	1,010	360	73.72	26.27	
24-Inch Sewer Pipe	Lin. Ft.	772	78	850	850		/		
27-Inch Sewer Pipe	Lin. Ft.	1,378	122	1,500	1,500		/		
Extra For Pipe Under Pavement	Lin. Ft.	358	42	400	400				
Concrete Manholes	One	7	1	8	8				
Concrete Inlets, Type "CG-1" Modified	One	22	2	24	18	6			
Concrete Inlets, Type "CG-2" Modified	One	7	1	8	8				
Concrete Inlets, Special	One	19	1	20	20				
6-Inch Concrete Surfacing	Sq. Yd.	110	10	120	120				
Concrete Curbs	Cu. Yd.	453	47	500	360	140	72%		
Extra For Asphalt Approaches	One	32	4	36	28	8	77.77		
Extra For Asphalt Walks	Sq. Yd.	3820	460	4280	3,000	1,280	70%	30%	
Adjusting Manholes	One	12	1	13	11	2	85%	15%	
Adjusting Boxes	One	3		3	3				
Setting Mail Box Posts	One	31	3	34	31	3	91	9	

Adjust Mail Boxes - 29



SECTION C-C SECTION D-D
(For Details Not Shown See Drg. No. 2105)

*CG-2 INLET MODIFIED
CG-1 INLET MODIFIED



SPECIAL INLET

file c

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

SU-528(1)
[illegible]

May 21, 1970

Fidelity & Deposit Co. of Md.
Portland Branch Office
900 Failing Building
Portland, Oregon 97204

Gentlemen:

On Contract No. 7363 for $334,531.80 awarded to D & D Paving, Inc., the State Insurance Department has notified us that they cannot approve Joe A. Phillippay signing as Attorney-in-Fact for your company as his Power of Attorney is limited to $100,000.00.

You may increase the Power of Attorney for Mr. Phillippay by proper filing with the Insurance Department, 158 N.E. 12th Street, Salem, Oregon 97310.

If that is not feasible, please have someone sign who has proper authorization and return the two copies of this contract to our office.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

cc: Fidelity & Deposit Co. of Md., Baltimore, Md.
D & D Paving, Inc.

Contract was signed by Larkins
as atty in fact

RECEIVED
MAY 25 1970
OREGON
STATE HIGHWAY COMMISSION

JAMES H. NICHOLSON, INC.

580 STATE ST. - ROOM 215
SALEM, OREGON 97301
PHONE 363-6123

TO Ray Daniels

FROM Marcie Rookard

SUBJECT East-Ward Drive Job

DATE 5/19/70

MESSAGE

Dear Ray:

On the Bond we issued for the above, the Power of Attorney showed only $100,000. The one attached shows $334,531.80 and should be attached inlieu of the other.

SIGNED Marcie

REPLY

RECEIVED
MAY 25 1970
OREGON
STATE HIGHWAY COMMISSION

SIGNED

DATE

013

L1439a—1M, 4-61 157691
(General)

file

No. 54

POWER OF ATTORNEY
Fidelity and Deposit Company of Maryland
HOME OFFICE: BALTIMORE, MD.

KNOW ALL MEN BY THESE PRESENTS: That the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, a corporation of the State of Maryland, by C. A. BRUNDRETT Vice-President, and C. E. DUVALL, Assistant Secretary, in pursuance of authority granted by Article VI, Section 2, of the By-Laws of said Company, which reads as follows:

"The President, or any one of the Executive Vice-Presidents, or any one of the additional Vice-Presidents specially authorized so to do by the Board of Directors or by the Executive Committee, shall have power, by and with the concurrence of the Secretary or any one of the Assistant Secretaries, to appoint Resident Vice-Presidents, Resident Assistant Secretaries and Attorneys-in-Fact as the business of the Company may require, or to authorize any person or persons to execute on behalf of the Company any bonds, undertakings, recognizances, stipulations, policies, contracts, agreements, deeds, and releases and assignments of judgments, decrees, mortgages and instruments in the nature of mortgages, and also all other instruments and documents which the business of the Company may require, and to affix the seal of the Company thereto."

does hereby nominate, constitute and appoint

Joe A. Phillippay
580 State Street
Salem, Oregon 97301

its true and lawful Attorney -in-Fact, with full power and authority hereby conferred for it and in its name, place and stead, as surety, to sign, seal and deliver, a bond, undertaking or obligation of suretyship for or on behalf of

D & D Paving, Inc.
1815 22nd Street S. E.
Salem, Oregon 97302

in the penalty of Three hundred thirty four thousand, five hundred thirty one and 80/100ths. Dollars ($334,531.80)

in favor of The State of Oregon

and conditioned on grading and paving on the Pacific Highway East-Ward Drive Section of FAS 741 (Lancaster Drive) in Marion County. Oregon State Highway Dept. Contract No. 7363

hereby ratifying and confirming all the acts of said Attorney -in-Fact, done pursuant to the power herein given.

The said Assistant Secretary does hereby certify that the aforegoing is a true copy of Article VI, Section 2, of the By-Laws of said Company, and is now in force.

IN WITNESS WHEREOF, the said Officers have hereunto subscribed their names and affixed the Corporate Seal of the said FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 15th day of May 19 70

This Power not valid unless countersigned by Vance McKenney
of Portland, Oregon

Attest:

FIDELITY AND DEPOSIT COMPANY OF MARYLAND

C E Duvall
Assistant Secretary

By
Vice-President

STATE OF MARYLAND
CITY OF BALTIMORE } ss:

On this 15th day of May 19 70, before the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, duly commissioned and qualified, came the above-named Officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and they each acknowledged the execution of the same, and being by me duly sworn, severally and each for himself deposeth and saith, that they are the said officers of the Company aforesaid, and that the seal affixed to the preceding instrument is the Corporate Seal of said Company, and that the said Corporate Seal and their signatures as such officers were duly affixed and subscribed to the said instrument by the authority and direction of said Company.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal, at the City of Baltimore, the day and year first above written.

Fidelity and Deposit Company of Maryland

HOME OFFICE: BALTIMORE, MD.

KNOW ALL MEN BY THESE PRESENTS: That the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, a corporation of the State of Maryland, by C. A. BRUNDRETT Vice-President, and C. E. DUVALL Assistant Secretary, in pursuance of authority granted by Article VI, Section 2, of the By-Laws of said Company, which reads as follows:

"The President, or any one of the Executive Vice-Presidents, or any one of the additional Vice-Presidents specially authorized so to do by the Board of Directors or by the Executive Committee, shall have power, by and with the concurrence of the Secretary or any one of the Assistant Secretaries, to appoint Resident Vice-Presidents, Resident Assistant Secretaries and Attorneys-in-Fact as the business of the Company may require, or to authorize any person or persons to execute on behalf of the Company any bonds, undertakings, recognizances, stipulations, policies, contracts, agreements, deeds, and releases and assignments of judgments, decrees, mortgages and instruments in the nature of mortgages, and also all other instruments and documents which the business of the Company may require, and to affix the seal of the Company thereto."

does hereby nominate, constitute and appoint

Joe A. Phillippay
580 State Street
Salem, Oregon 97301

its true and lawful Attorney -in-Fact, with full power and authority hereby conferred for it and in its name, place and stead, as surety, to sign, seal and deliver, a bond, undertaking or obligation of suretyship for or on behalf of

D & D Paving, Inc.
1815 22nd Street S. E.
Salem, Oregon 97302

in the penalty of Three hundred thirty four thousand, five hundred thirty one and 80/100ths. Dollars ($334,531.80)

in favor of The State of Oregon

and conditioned on grading and paving on the Pacific Highway East-Ward Drive Section of FAS 741 (Lancaster Drive) in Marion County. Oregon State Highway Dept. Contract No. 7363

hereby ratifying and confirming all the acts of said Attorney -in-Fact, done pursuant to the power herein given.

The said Assistant Secretary does hereby certify that the aforegoing is a true copy of Article VI, Section 2, of the By-Laws of said Company, and is now in force.

IN WITNESS WHEREOF, the said Officers have hereunto subscribed their names and affixed the Corporate Seal of the said FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 15th day of May 1970

This Power not valid unless countersigned by Vance McKenney

of Portland, Oregon

Attest:

FIDELITY AND DEPOSIT COMPANY OF MARYLAND

C E Duvall
Assistant Secretary

By
Vice-President

STATE OF MARYLAND
CITY OF BALTIMORE } ss:

On this 15th day of May 1970, before the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, duly commissioned and qualified, came the above-named Officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and they each acknowledged the execution of the same, and being by me duly sworn, severally and each for himself deposeth and saith, that they are the said officers of the Company aforesaid, and that the seal affixed to the preceding instrument is the Corporate Seal of said Company, and that the said Corporate Seal and their signatures as such officers were duly affixed and subscribed to the said instrument by the authority and direction of said Company.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal, at the City of Baltimore, the day and year first above written.

GLORIA J. DAME
Notary Public
My Commission Expires July 1, 1970.

Countersigned by
Vance McKenney

May 15, 1970

RECEIVED
JUN 30 1970

FOR FILING

SU-528(4)

7363

May 14, 1970

D & D Paving, Inc.
1815 - 22nd Street, S.E.
Salem, Oregon 97302

Gentlemen:

The State Highway Commission on May 1, 1970, accepted your proposal for grading and paving on the Pacific Highway East-Ward Drive Section of FAS 741 (Lancaster Drive) in Marion County for the sum of $334,531.80 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Marion County is received and the sum of $55,500 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7363.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and on the Certification of Nondiscrimination in Employment sheet in the special provisions. Both copies should be returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 27, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
R. D. Asburry
E. J. Hall

RECEIVED
MAY 13 1970
FOR FILING

SU-524(1)
7363

May 8, 1970

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

MISC. CONTRACTS and
AGREEMENTS No. 79.32

Attention: T. Harold Tomlinson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to construction of the Pacific Highway East-Ward Drive Section of Lancaster Drive.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc - H. S. Cox
(conf. agreement attached)

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS
Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574

April 10, 1970

Mr. R. L. Schroeder
Assistant Traffic Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

NOTED
H. S. COX

Dear Mr. Schroeder:

Re: Pacific Highway East-Ward Drive section of Lancaster Drive, FAS 741

File →

Chemawa Road-Wheatland Road section of N. River Road, FAS 591

Regarding the two cited projects, this is to certify that the Mid Willamette Valley Council of Governments acted on August 26, 1969?, to endorse the application for funds as consistent with comprehensive planning for the area.

Very truly yours,

W. J. Kvarsten, Director
Council of Governments

WJK:pb

cc: R. H. Prange
Field Engineer
Oregon State Highway Division
Salem, Oregon 97310

John A. Anderson
Marion County Director of Public Works

NOTED
L.E. GEORGE

RECEIVED
APR 27 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. L. SCHROEDER

RECEIVED
APR 1[illegible] 1970
TRAFFIC ENGINEERING

MEMBER AGENCIES:

STATE OF OREGON • MARION COUNTY • POLK COUNTY • YAMHILL COUNTY • CITY OF SALEM • CITY OF DALLAS
CITY OF WOODBURN • CITY OF SILVERTON • CITY OF McMINNVILLE • CITY OF INDEPENDENCE
SCHOOL DISTRICT 24J • MARION COUNTY FIRE DISTRICT NO. 1

NOTED
R. H. PRANGE

NOTED
DON HARWELL

[illegible]

TRANSACTION NUMBERS 4-18 THRU 4-22

ORM PR-48
EV. 7-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: APRIL 2, 1970
BY (Signature): MR. YOUNG'S MARCH 18, 1970 LETTER
TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

TAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1022 THRU 1026

4-2-70

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
2	SU-442(2)	1.06	400,000	254,000	STATE ST.-N. SANTIAM HIGHWAY INTERCHANGE	GRADE-DRAIN-HIGH TYPE PAVEMENT
1023	SU-528(4)	0.73	407,000	258,400	PACIFIC HIGHWAY EAST TO WARD DRIVE	GRADE-DRAIN-4 LANE HIGH TYPE PAVEMENT
1024	S-574(1)	0.02	71,000	44,700	WALLA-WALLA RIVER (JOE WEST) BRIDGE	1 STRUCTURE
1025	S-203(4)	0.01	55,000	34,600	BEAR CREEK BRIDGE (DIAMOND PRAIRIE)	1 STRUCTURE
1026	S-487(2)	0.01	65,000	40,900	BEAR CREEK BRIDGE	1 STRUCTURE

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

Young 4-7-70

RECEIVED
APR 7 - 1970
FOR FILING
SU-528(4)
7363

RECEIVED
APR 7 19

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 4-2-70
SIGNATURE AND TITLE: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

MAR 23 1970
FOR FILING

SU-528(4)
7363

March 18, 1970

Mr. [illegible] Simpson
Division Engineer
Bureau of Public Roads
[illegible] Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for five Secondary Projects, Items 1022 through 1026, which we desire to have included in the Federal-Aid Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act. We are enclosing copies of the State Clearinghouse's approval for Items 1024 through 1026. The District Clearinghouse in which these projects are located are not functioning.

It is our intention to receive bids for these projects on April 23, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. [illegible]
Program and Planning Engineer

DAR:bb

Enc.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) March 18, 1970 Rev. Mar. 24, 1970 **FEDERAL - AID** (PPM
DATE SUBMITTED TO W. O.	

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co.Rd. US99E S. 0.73 Mi. (Lancaster Dr., Salem) 21 65	**ADT**	PRESENT 3,200	FUTURE 6,700 (66) (70)	YEA (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. S	FEDERAL-A

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co.Rd. US99E S. 0.73 Mi. (Lancaster Dr., Salem)			
5					**ROW**		(Pacific Hwy. East-Ward Dr. Section)			
5					**CONST** (CODE) 6203			0.73	407,000	258,400

CARD 1.	CODE 1	PREPARED BY	PROJECT TOTALS	0.73	407,000 (16) (23)	258,400 (24)
1	14	PROGRAM APPROVAL DATES				

The State does not, at this time, have
right of way of this project; however,
paragraph 6d(1) of PPM 30-4.6.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

8, 1970 Rev. Mar. 24, 1970

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

r Dr., 65	**ADT**	PRESENT 3,200	FUTURE 6,700 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1023 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SU- 14 23	NUMBER 528(4) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Marion	CODE 047 (14) (16)	PROGRAM STAGE	☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 741 (32)	STATE Co.Rd. (36)	U.S. (37) (41)

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
0.73 ,						Gr., Dr., 4-12' lanes high-type pave. with 8' parking lanes, 4' median, curb section with 5' AC footpaths.
	0.73	407,000	258,400	91,250	57,350 (Co.)	ROW-80' Min.; Access Control-None; Parking Restrictions-None.
CT LS	0.73	407,000	258,400	91,250	57,350 (Co.)	
		(16) (23)	(24) (33)			

REMARKS

The State does not, at this time, have legal authority to regulate the use by Utilities of the right of way of this project; however, a State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.6.

-OVER-

USCOMM DUSCOMM-DC 48908-P61

PACIFIC HWY. EAST-WARD DR. SECTION

PROJECT SU-528(4)

Existing Facilities: Two 10-foot AC travel lanes with 4-foot gravel shoulders on tangent alignment. Some drainage has been done on this project.

Adjacent Sections: North/East End: Connects with Pacific Highway East.

South/West End: AC paved and curbed section having four 12-foot travel lanes, 4-foot median, and 8-foot parking lanes, and two 5-foot AC footpaths.

Project Data: Grade, drain, base, curb and pave with A.C. a roadway 68 feet between curbs. The roadway is to have four 12-foot travel lanes, 4-foot median, two 8-foot parking lanes, and with two 5-foot AC footpaths. Install storm sewer. This section is to be similar to Silverton Road-Ward Drive Section which is immediately south and adjacent to this section. Included in the project is the necessary revision, including left-turn refuge, of the Pacific Hwy. E. (approx. 1,000') as incidental work, to provide a safe and usable intersection.

Right of Way: 80-foot Minimum.
Access Control: None.
RR Xing: None.
Minimum Design Standards: See SU-528(3).
System Action: Complete.
Public Hearing: Not required under paragraph 6c, PPM 20-8. R/W acquired prior to January 14, 1969.
Route Data: See SU-528(1)
Parks & Recreation Areas Affected: None.
Relocation Assistance: None.
Social, Economic & Environmental Effects Considered: Yes.
Location & Design Approval: 3/9/70.
Control of Utilities by Agreement: Yes.
C.O.G. Acceptance: 5/5/69.

Clearinghouse review not required under paragraph 2b, IM 50-1-70.

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

3-11-70

Attention: County and City Section

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 741

Project Name Hwy 99E-Ward Drive Section
Lancaster Drive, N. E.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon,

this 11th day of March, 1970.

MARION County

Pat McCarthy
Chairman

Harry Carson Jr
Commissioner

Henry C. Mattson
Commissioner

RECEIVED
MAR 17 1970
ENGINEER
COUNTY & CITY DIVISION

Copy to John Oaks
C.G. Swenson
R.H. Chase
R.D. Asburry (Div Eng'r)

NOTED
P. B. Arensmeier

(11/17/69)

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

SAFETY:

MEMO TO R. N. CHASE   Date MARCH 10, 1970

FAS 741, MARION COUNTY, Pacific Hwy. East-Ward Drive SECTION

TERMINI: On Lancaster Drive northeast of Salem, from a point approximately 400 feet north of Ward Drive to a point approximately 600 feet south of Pacific Highway East, FAP-3   M.P. 3.87 to 4.52

PROPOSED WORK: Grade, drain, base, curb and pave

PROJECT LENGTH: 0.65 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$310,000	$186,000	$62,000	$62,000	

EXISTING FACILITIES: Two 10-foot A.C. travel lanes with 4-foot gravel shoulders on tangent alignment. Some drainage has been done on this project.

ADJACENT SECTIONS:

NORTH/EAST END: Two 10-foot A.C. travel lanes with 4-foot gravel shoulders

SOUTH/WEST END: A.C. paved and curbed section having four 12-foot travel lanes, 4-foot median, and 8-foot parking lanes, and two 5-foot A.C. foot paths.

PROJECT DATA: Grade, drain, base, curb and pave with A.C. a roadway 68 feet between curbs. The roadway is to have four 12-foot travel lanes, 4-foot median, two 8-foot parking lanes, and with two 5-foot A.C. foot paths. Install storm sewer. This section is to be similar to Silverton Road-Ward Drive Section which is immediately south and adjacent to this section.

RIGHT-OF-WAY: 80 feet minimum
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS: See SU-528(3)

SYSTEM ACTION: Complete
PUBLIC HEARING: Not required

UNUSUAL OR COMPLICATED SITUATIONS: The reconstruction of the junction of FAP-3 and FAS 741 is to be done under a state contract on FAP-3 and will connect to the north end of this project.

ROUTE DATA: See SU-528(1)

Parks & Recreation Areas Affected	No
Relocation Assistance	No
Social, economic & environmental affects considered	Yes
Location & design approval	3/9/70
Control of Utilities by agreement	Yes
C.O.G. Acceptance	5/5/69

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
R.H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
DON HARWELL

March 3, 1970
(date)

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attention: Mr. John Anderson,
Public Works Director

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 741 (Lancaster Drive)

Section Pacific Hwy. East-Ward Drive: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
MAR 5 - 1970
ENGINEER
COUNTY & CITY DIVISION

March 4, 1970
(date)

By Pat McCarthy

By Harry Carson Jr
Commissioner

By Henry C Mattson
Commissioner

cc: L. H. Young
Attn: Duane Ridings

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 7 Pages

Section PACIFIC HIGHWAY EAST - WARD DRIVE Highway F.A.S. 741 County Marion Prefix 524-1437

Res. Engr. E. J. Hall Approx. Length 0.76 Miles. Sta. ______ to Sta. ______ Date 2-26-70

Mean Truck A.D.T. 234 Traffic Coefficient 7.8 18 kip s.a. per day 39.3.

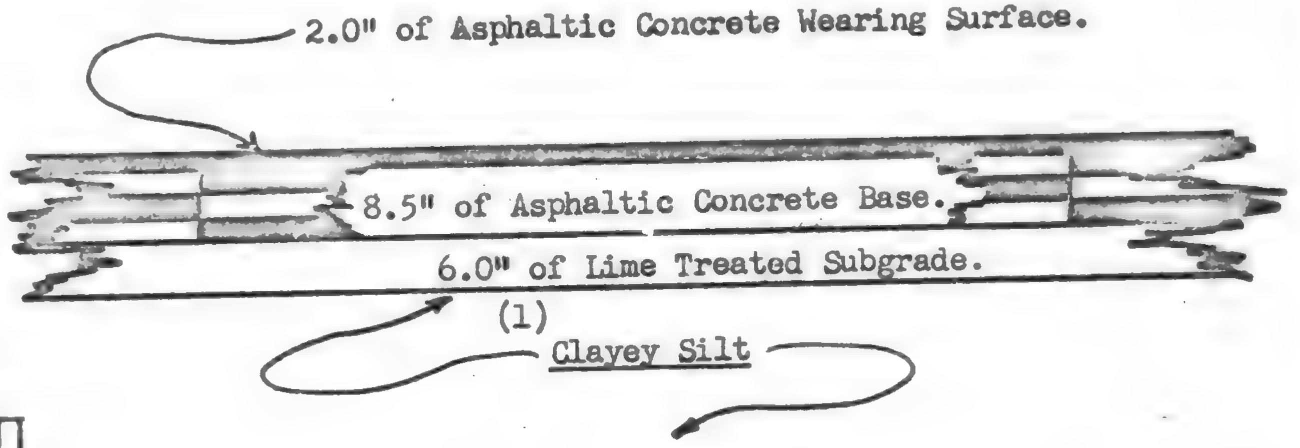
Annual Precipitation 40"± Frost Penetration - - - -.

2-26-70

"NEW WORK"

(1)
Typical Soil

30	LL
8	PI
99	%P 10
92	%P200
1	%Gravel
4	%C Sand
3	%F Sand
67	%Silt
25	%Clay
4	"R" Value


2.0" of Asphaltic Concrete Wearing Surface.
8.5" of Asphaltic Concrete Base.
6.0" of Lime Treated Subgrade.
(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.W.S
	17.0	8.5	A.C.Base
	5.0	6.0	L.T.S.
26.5	26.0	16.5	

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

See Page 3 for remarks.

RECEIVED
MAR 17 1970
FOR FILING

NOTED
F. B. KLABOE

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist County-City (2)

Submitted by ______ for Staff Assistant

Recommended by ______ Asst. Engineer of Materials

Recommended by ______ Asst Construction Engineer

Approved by ______ Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of 7 Pages

Section PACIFIC HIGHWAY EAST - WARD DRIVE Highway F.A.S. 741 County Marion Prefix 524-1437

Res. Engr. E. J. Hall Approx. Length 0.76 Miles. Sta. ______ to Sta. ______ Date 2-26-70

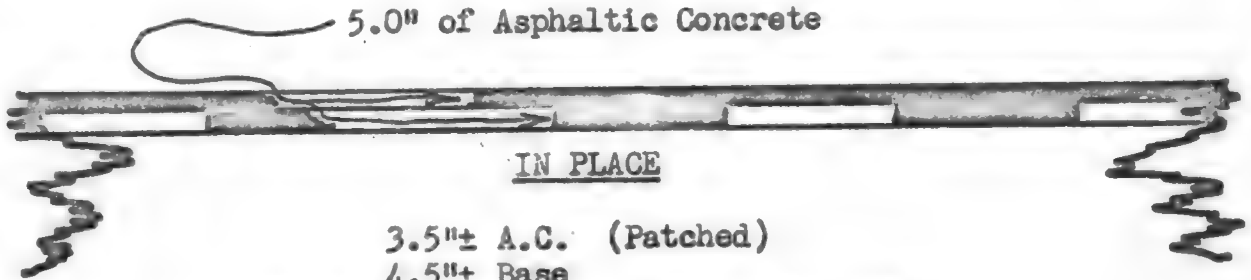
Mean Truck A.D.T. 234 Traffic Coefficient 7.8 18 kip s.a. per day 39.3.

Annual Precipitation 40"± Frost Penetration - - - -.

CBE Total Req.	Credit	Actual Thick.	
	10.0	5.0	A.C.
IN	PLACE		
See	Section		
**			

(1)
Typical Soil
S LL
a PI
m %P 10
e %P200
a %Gravel
s %C Sand
%F Sand
P %Silt
a %Clay
g "R" Value
e 1

"EXISTING ROADWAY"
18'±



IN PLACE

3.5"± A.C. (Patched)
4.5"± Base
(Condition Survey completed Nov. 1968)

AASHO CLASSIFICATION:

(1)
Clayey Silt

MATERIAL SOURCES:

See Page 3 for remarks.

cc:

** Overlay based on deflection measurements.

SECTION: Pacific Hwy. E. - Ward Drive
HIGHWAY: F.A.S. 741
COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
6.0 - 7.0	3.0"	5.5"	—	—	6.0"	22.0"	14.5"
5.0 - 6.0	2.0"	5.0"	—	—	6.0"	18.5"	13.0"
Cars Only	2.0"	3.0"	—	—	6.0"	13.5"	11.0"

Remarks:

A Traffic Coefficient equal to 10% of the total truck traffic was used to establish the depth of overlay required for the "Inside Lanes".

See attached sheets for deflection measurements and computations.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete W.S. & Base = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

PACIFIC HWY. E. - WARD DRIVE
F.A.S. 741
Marion County

In December, 1969 thirty deflection measurements were made on the subject section and the following result was obtained:

Average Deflection = 0.044
Evaluated (80% OWT) = 0.048
Traffic Coefficient (10% TADT) = 5.9
Twenty Year E.W.L. = 344,860
Tolerable Deflection = 0.022
Percent Reduction Required = 54.1
Crushed Base Equivalent Requirement = 10.0"
Asphaltic Concrete Overlay Required = 5.0"

Recommend a 5.0" Asphaltic Concrete Overlay with 10% extra allowance for patching, leveling, etc.

PACICIC HWY. E. - WARD DRIVE
F.A.S. 741
Marion County

Deflection Measurements

Location	O.W.T.	I.W.T.
Sta. 239+00 South to		0.050
Sta. 228+50 with measurements	0.033	
every 50'	0.032	
S.B. Lane		0.053
	0.042	
	0.044	
		0.055
	0.048	
	0.044	
		0.041
	0.038	
	0.043	
		0.063
	0.046	
	0.055	
		0.033
	0.046	
	0.044	
		0.037
	0.046	
	0.049	
	0.049	
		0.037
Sta. 223+06 South 1100' to	0.047	
Sta. 212+06 with measurements		0.051
every 50'	0.064	
N. B. Lane	0.048	
		0.038
	0.056	
	0.048	
		0.034
	0.051	
	0.038	
		0.036
	0.035	
	0.048	
		0.034
	0.038	
	0.037	
		0.044
	0.038	
	0.048	
		0.052
	0.043	
	0.036	
		0.056

NOTE: Stationing runs from South to North.

TRAFFIC ANALYSIS

SECTION: PACIFIC HWY. E. - WARD DRIVE

HIGHWAY: F.A.S. 741

COUNTY: Marion

3200 Present ADT (1970)

4.6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	115	2.1	242	179	450	80,550
3	20	2.1	42	31	1000	31,000
4	5	2.1	11	8	1250	10,000
5	10	2.1	21	16	3180	50,880
6	0	---	---	---	2570	- - -
				234 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 172,430

TWENTY YEAR EWL 3,448,600

TRAFFIC COEFFICIENT 7.8

10% OF TRUCK TRAFFIC
TWENTY YEAR EWL 344,860

TRAFFIC COEFFICIENT 5.9

SECTION: PACIFIC HIGHWAY EAST - WARD DRIVE
HIGHWAY: F.A.S. 741
COUNTY: MARION

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Marion County selected the section recommended
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

A cost comparison between Asphaltic Concrete and Portland Concrete Cement was not made as traffic does not warrant the use of C.R.P.C.C. Also, the existing roadway will be utilized in the planned four lane section, with the addition of an overlay. Asphaltic Concrete is more desirable for this type construction. Several sectionswere submitted to Marion County and their preference was for the "ALL TREATED" section.

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OREGON STATE
HIGHWAY DEPARTMENT

FU-528(4)
7363

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We request your concurrence that under the terms of paragraph 2b of IM 50-1-70, submission of the following projects to the State Clearinghouse for review and comment is not required for the reason stated.

Gladstone Intchge.-Oregon City Intchge. Sec., E. Portland Freeway
Substantial right of way was acquired prior to 9-30-69.

La Grande Section, Old Oregon Trail (McAlister Lane & UPRR Strs.)
Stage construction. This is part of section now under construction.

State St.-N. Santiam Highway Jct. Section, Silver Cr. Falls Hwy.
Substantial right of way acquired prior to 9-30-69.

Pacific Highway East-Ward Drive Section, FAS 741 (Lancaster Drive)
Substantial right of way acquired prior to 9-30-69.

Jumpoff Joe Creek-Louse Creek Intchge. Sec., FAS 17-102
Substantial right of way acquired prior to 9-30-69.

West Linn-Pacific Hwy. Section, East Portland Freeway
Stage construction. Beautification of section now under construction.

Quinton-Arlington Section, Columbia River Highway
Stage construction. Army Engineers requested that this section be oiled then paved later. This is the paving project.

West and South Pendleton Intchge. Section, Old Oregon Trail
Stage construction. This is beautification of a section recently constructed.

Emigrant Ave. Intchge. Section, Old Oregon Trail
Stage construction. Beautification of a section recently completed.

Hubbard Intchge. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Talbot Rd.-N. Albany Intchge. Sec., Pacific Highway
Stage construction. Beautification of current safety project.

Gap-Tygh Grade Section, The Dalles-California Highway
Substantial right of way acquired prior to 9-30-69.

Interstate Bridge-Denver Ave. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Orleans-Lake Creek Section, Corvallis-Lebanon Highway
Substantial right of way acquired prior to 9-30-69.

Vista Ridge Tunnel Section, Sunset Highway
Stage construction. Beautification of a current project.

Cedar Hills Blvd. Intchge., Sunset Highway
Stage construction. Beautification of a previous project.

7th Ave.-Willamette R. (Eugene) Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Grey Cr.-N. Fk. Coquille R. Section, Coos Bay-Roseburg Highway
Substantial right of way acquired prior to 9-30-69.

Multnomah Co. Line-E. Cascade Locks Section, Columbia River Hwy.
(Pavement seal) P.S.& E. previously received.

La Grande-Ladd Canyon Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Olds Ferry-N. Jacobsen Gulch Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

N. Fk. Jacobsen Gulch-N. Ontario Intchge. Sec., Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Forest Grove Section, Tualatin Valley Highway
Substantial right of way acquired prior to 9-30-69.

Gellatly Summit Section, Corvallis-Newport Highway
Substantial right of way acquired prior to 9-30-69.

Sixes River Section, Oregon Coast Hwy. (Including Crystal Cr. Br.)
Substantial right of way acquired prior to 9-30-69.

Oro Dell-La Grande Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford

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FEB 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 22 1970

FOR FILING

511-528 (4)
7363

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1970

To: ~~D. J. Barbee~~
~~DESIGN ENGINEER~~

SUBJECT: Highway 99E-Ward Drive
FAS 741 (Lancaster Drive)
Marion County
Prefix 524-1437

Transmitted herewith the following listed data for the location estimate on the above mentioned survey:

1	book	Field Notes (Levels, X-Sections, & Topog)
1	pad	Drainage Calculations
1	pad	Quantity Calculations
1	pad	Grades
1	roll	Clearing & Grubbing Chart, mylar
1	roll	IBM Plotted Cross-Sections
1	roll	IBM Plotted Cross-Sections (½ size)
1	roll	Working profile
1	roll	Profile
1	roll	Gas Line Map
1	only	Signing Plan
5	pages	IBM Earthwork Computation Sheets
2	copies	Locating Engineer's Statement
2	copies	Estimate of Quantities and Costs
2	copies	Report of Survey
4	sheets	Detail Map, mylar

To Terpin
1-27-70

R. D. Asburry
DIVISION ENGINEER

by L. P. Drake
LeRoy P. Drake
DIVISION DESIGN ENGINEER

LPD/cg

Attach.

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen CARSTENSEN

RECEIVED
JAN 21
DESIGN DIVISION

Rec'd 1/21/70 HR

Returned to Carstensen 1/26/70 HR

Form E-368 (Revised)

REGON STATE HIGHWAY DEPARTM

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 524-1437 Highway FAS 741 (Lancaster Drive) Section Highway 99E - Ward Drive

Highway Class Federal Aid Secondary - A(4) Date January 16, 1970

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☐	☒	l. Coordinate Sheets.
☒	☐	☐	m. Clearing and Grubbing Chart.
☐	☐	☒	n. Report on Bench Mark Recoveries (Form E-369)
☐	☐	☒	(1) Description of Bench Mark (Form E-185).
☐	☐	☒	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☐	☒	r. Preliminary Soils and Material Report.
☐	☐	☒	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☐	☒	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☒	☐	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☐	☒	7. Are there slide conditions apparent?
☒	☐	☐	8. Have you been over this project with a Soils representative?
☐	☐	☒	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☒	☐	☐	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature EJHall
E. J. Hall Locating Engineer

Address Salem

FAS 741
Prefix 524-1437

REPORT ON SURVEY

HIGHWAY 99E - WARD DRIVE SECTION
Lancaster Drive
Marion County

The purpose of this survey was to obtain field data for the preparation of plans, specifications, and estimate for the reconstruction of Lancaster Drive between Highway 99E and Ward Drive.

The overall length of the survey is 0.64 miles. The county acquired additional right of way in this area so that the new centerline is now approximately ten feet westerly of the old highway centerline, but still in the center of an eighty foot right of way.

Completion of this section will provide a complete four lane facility from Four Corners on the south to the point on the north end where the proposed new connection from Lancaster Drive to Highway 99E begins. All work on the proposed new connection will be part of the Chemawa Road - Haysville Interchange project.

The typical section for this location is a 68 foot curbed street section consisting of four 12 foot travel lanes, 8 foot parking, and a 4 foot median with 5 foot wide A.C. sidewalks.

Storm sewers will be installed throughout the project. As there is no drainage outfall existing between the north and south ends of the project, all drainage water would have to be carried south to an existing 18" storm sewer line running westerly from the Ward Drive intersection. This 18" pipe is not adequate to carry the drainage from all the project. Rather than install an additional storm sewer line along the short section of Lancaster Drive north of the intersection and a new line west along Ward Drive to an existing outfall approximately 400' west, it was decided, after consultation with the Marion County engineer's office, to split the drainage and install a new outfall line. Starting on Lancaster Drive, about 1,100 feet north of Ward Drive, the line would run east about 400 feet and then south about 900 feet, on easements already owned by Marion Couhty, to the previously mentioned outfall in Ward Drive which is connected to Claggett Creek by a 30" line. It is proposed to install 27" storm sewer pipe in the new outfall which would allow for additional drainage in the future of approximately seven cfs.

As in previous projects where the new construction cuts off the drainage from abutting properties, pipes will be stubbed out from the inlets to the back of the sidewalks and a special 10" inlet installed. All inlets are to be modified so as to have a 12" sump and special grates.

Again, at request of the county, the transverse slope has been varied from state standards in that the slope from the edge of the inside travel lane, at 14, to the face of the curb at 34 feet is a constant 0.03 ft. per foot.

Base design for the new work consists of 6 inch deep lime treated subgrade, 8½ inches of A.C. base course, and 2 inches of A.C. wearing course.

Finish grade will be approximately parallel to the existing grade line. The twenty foot width of existing pavement will be overlaid with 3 inches of A.C. base course and 2 inches of A.C. wearing course. Due to the fact that the new centerline is ten foot left of the old centerline, a wedge shaped patch will have to be placed on the left half of the existing pavement. Additional patching will be required in smoothing and lewling out the existing grade line. A total of approximately 1,750 tons of A.C. base course will be required for this patching.

There were two principal alternatives considered in establishing the new grade line. One, lay a grade line over the existing pavement, with a minimum of 0.20%, which required considerable patching and leveling due to the rough grade line on the existing pavement and because of the shift of the new centerline to the left edge of the existing pavement. Two, lay a grade line over the existing pavement maintaining the 0.20% minimum, but removing the existing roadbed in all the high spots so as to get a tight grade line. The second alternative would present considerably more construction problems and would require stage construction in handling traffic.

The job was worked up on the first plan in the belief that the convenience to traffic in retaining the existing road during construction was worth some additional costs.

An A.C. sidewalk, four and one-half in width, is to be constructed back of the Type a monolithic curb and gutter. Driveways are to be A.C., Type "A-1". To save the extra work involved in obtaining and processing a Price Agreement, it is recommended that the project include a bid item for placing soil sterilant on the A.C. sidewalk subgrade.

Marion County is attempting to have all utilities on this project adjusted prior to contract letting time. The power company has completed their new installation with the exception of removing the old poles, which are still carrying the phone cable. The telephone company informs us they plan to start work on their new cable location in about three weeks. The gas company stated they plan to start on their adjusting about March 1 and should complete in about two weeks.

This location does not conflict with any historical or recreational area, state or county parks, or any wildlife refuges.

Estimated cost of construction is $307,230.

1/29/70
E.A. Hall

SECTION HIGHWAY 99E - WARD DRIVE — ESTIMATE OF COST 1/20/70 SHEET 1 OF 2

HIGHWAY FAS 741 (lancaster Drive)

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST	
1.	Temp. Protection & Direction of Traffic	Lump Sum	All	-	All	$ 3,200	00	$ 3,200	00
2.	Clearing and Grubbing	Lump Sum	All	-	All	3,000	00	3,000	00
3.	Embankment in Place	Cu. Yds.	2,850	285	3,135	2	25	7,053	75
4.	Finishing Roadbed and Slopes	Mile	0.67	-	0.67	1,500	00	1,005	00
5.	Trench Excavation	Cu. Yds.	3,325	335	3,660	4	00	14,640	00
6.	Watering	M-Gal.	200	20	220	4	00	880	00
7.	Pavement Replacement	Lin. Ft.	332	33	365	8	00	2,920	00
8.	Lime Treated Subgrade	Sq. Yds.	17,281	1,729	19,010	0	40	7,604	00
9.	Lime for Treated Subgrade	Ton	194	21	215	32	00	6,880	00
10.	3/4"-0 Material in Foundation Course	Ton	532	53	585	4	00	2,340	00
11.	Asphalt in Tack Coat	Ton	6	1	7	100	00	700	00
12.	Class "B" Asphalt Concrete	Ton	14,187	708	14,895	7	25	107,988	75
13.	12" Culvert Pipe	Lin. Ft.	50	5	55	4	60	253	00
14.	8-Inch Storm Sewer Pipe	"	856	84	940	3	00	2,820	00
15.	10-Inch Storm Sewer P8pe	"	348	32	380	3	75	1,425	00
16.	12-Inch Storm Sewer Pipe	"	200	20	220	5	00	1,100	00
17.	15-Inch Storm Sewer Pipe	"	492	48	540	6	00	3,240	00
18.	18-Inch Storm Sewer Pipe	"	620	60	680	8	00	5,440	00
19.	21-Inch Storm Sewer Pipe	"	1,370	130	1,500	10	50	15,750	00
20.	24-Inch Storm Sewer Pipe	"	255	25	280	12	50	3,500	00
21.	27-Inch Storm Sewer Pipe	"	1,380	140	1,520	15	00	22,800	00
22.	Concrete Manholes	Only	11	1	12	325	00	3,900	00
23.	Concrete Inlets (CG-1 Modified)	Only	14	1	15	185	00	2,775	00
24.	Concrete Inlets (CG-2 Modified)	Only	10	1	11	200	00	2,200	00
25.	Special Inlets	Only	18	2	20	45	00	900	00
26.	Adjusting Manholes	Only	10	1	11	100	00	1,100	00
27.	Adjusting Boxes	O ly	3	-	3	25	00	75	00
28.	Concrete Curbs	Cu. Yds.	345	35	380	45	00	17,100	00
29.	Extra for A.C. Concrete Approaches	Only	28	2	30	50	00	1,500	00

SECTION HIGHWAY 99E * WARD DRIVE — ESTIMATE OF COST 1/20/70 SHEET 2 OF 2

HIGHWAY FAS 741 (Lancaster Drive)

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST	
30.	Soil Sterilant Under Sidewalk	Sq. Yd.	3,150	315	3,465	$ 0	15	$ 519	75
31.	Extra for A.C. Concrete Walks	Sq. Yd.	3,150	315	3,465	2	25	7,796	25
32.	Move Mail Box Posts	Only	29	3	32	35	00	1,120	00
						Subtotal		253,525	50
						Flagging		2,500	00
						Subtotal		256,025	
				+20% Engineering & Contingencies				51,205	
						TOTAL		307,230	

FAS 741

JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

NATIONAL ASSOCIATION COUNTY ENGINEERS
NACE
CHARTER MEMBER

THEO. KUENZI
ASST. COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301

AREA CODE 503
364-4401, EXT. 53

NOTED
H. S. COX

January 9, 1970

Bob Hal

County and City Division
State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

Please be advised that the Board of Commissioners has approved Item No. 2 in construction design as noted in your letter of December 17 regarding the Ward Drive-99E section of the Lancaster Drive improvement.

Very truly yours,

John A. Anderson

John A. Anderson
Director of Public Works

JAA:im
cc:Board of Commissioners

Copy to Clarance Gregg

RECEIVED
JAN 19 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
[illegible]

NOTED
DON HARWELL

Page 1

NOTED
H. S. COX

SECTION: LANCASTER DRIVE (Pacific Hwy - Ward Drive)
HIGHWAY: F.A.S. 741
COUNTY: Marion

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ENGINEER
COUNTY & CITY DIVISION

"R" Value 4

Traffic Coefficient	A.C. Wearing Surface	A.C. Base.	3/4"-0 Level	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
			MAINLINE				
(1) 7.8	3.5"	3.0"	- - -	8.0"	6.0"	26.5"	20.5"
(2) 7.8	3.5"	7.0"	- - -	- - -	6.0"	26.5"	16.5"

Per John Anderson 12/5/69

Various combinations of materials may be used to satisfy the Total Crushed Base Equivalent Requirement. Above are 2 examples of section that might be used. Due to the length of curing time and the necessity of maintaining traffic on this section Cement Treated Base was not considered.

Listed below are approximate costs for 1 Station, 68' width.

(1)$3,253.23

(2)*$3,273.42

Costs were compiled by E. J. Hall, Resident Engineer, and are available in his office. Prices were obtained from C. E. Layton, Cost Analyst.

*Does not include less excavation, less interference with utilities, etc.

Should substitutions be made, use the "CBE" Total Requirement column to obtain the "Total Thickness Required", and the table below for values:

1.0" Asphaltic Concrete W.S. & Base = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

NOTED
DON HARWELL

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SEP 9 1969
FOR F

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

SU-528(4)

1363

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: September 8, 1969

In reply refer to: 08-35-EC

Klaboe

SUBJECT: Oregon Project SU 45(-)
Chemawa Road - Wheatland Road Section, FAS 159
Oregon Project SU 528(-)
99E - Ward Drive Section, FAS 741
Design Features

I concur in the design features, for the above two proposed FAS-C projects, as set forth in Mr. Prange's August 18, 1969 letter.

For future projects, where parking lanes are to be provided, consideration should be given to providing parking lanes at least 10' in width and perferably 12' as set forth in the AASHO "Geometric Design Standards for Highways Other than Freeways".

9-9-69
REFERRED TO
Coy - Barber
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
SEP 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8-19-69

PREFIX NO. 524-1437

LOCATION PROSPECTUS
HIGHWAY 99E-WARD DRIVE SECTION
LANCASTER DRIVE FAS 741
MARION COUNTY

HIGHWAY: Lancaster Drive. FAS 741.

TERMINI: The northerly terminus is at the junction of Highway 99E and Lancaster Drive. The southerly terminus is at the junction of Ward Drive and Lancaster Drive.

LENGTH: 0.76 mile.

PROGRAM: FAS-C project.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for widening and resurfacing along the existing centerline to four lanes.

CHARACTERISTICS: Existing ADT 3,200. Projected 20-year ADT 6,700.

STANDARDS: Class A(4). Deviations from State and AASHO standards are anticipated in shoulder width.

TYPICAL SECTION: Four 12-foot lanes, 8-foot parking, and 4-foot median with 5-foot sidewalks. Parking lanes will be paved full depth. Storm sewers will be installed.

BRIDGES: No major stream crossings.

ACCESS: Direct to pavement. Limited as to location and width. Unrestricted land use.

MAT'L SOURCES: Local sources.

ADD'L FACILITIES: No railroad crossings.

AGREEMENTS: Routine FAS-C agreement. Routine utility adjustments.

STATE PARK OR ROADSIDE REST AREAS: None affected.

Attachment
August 19, 1969
cc's: List attached

NOTED
TOM EDWARDS

Location Prospectus - page 2
Highway 99E-Ward Drive Section

cc's: Bureau of Public Roads (3)
R.D. Asburry (4)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J. M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B. L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
O.C. Turner
F.W. Yarbrough (2)

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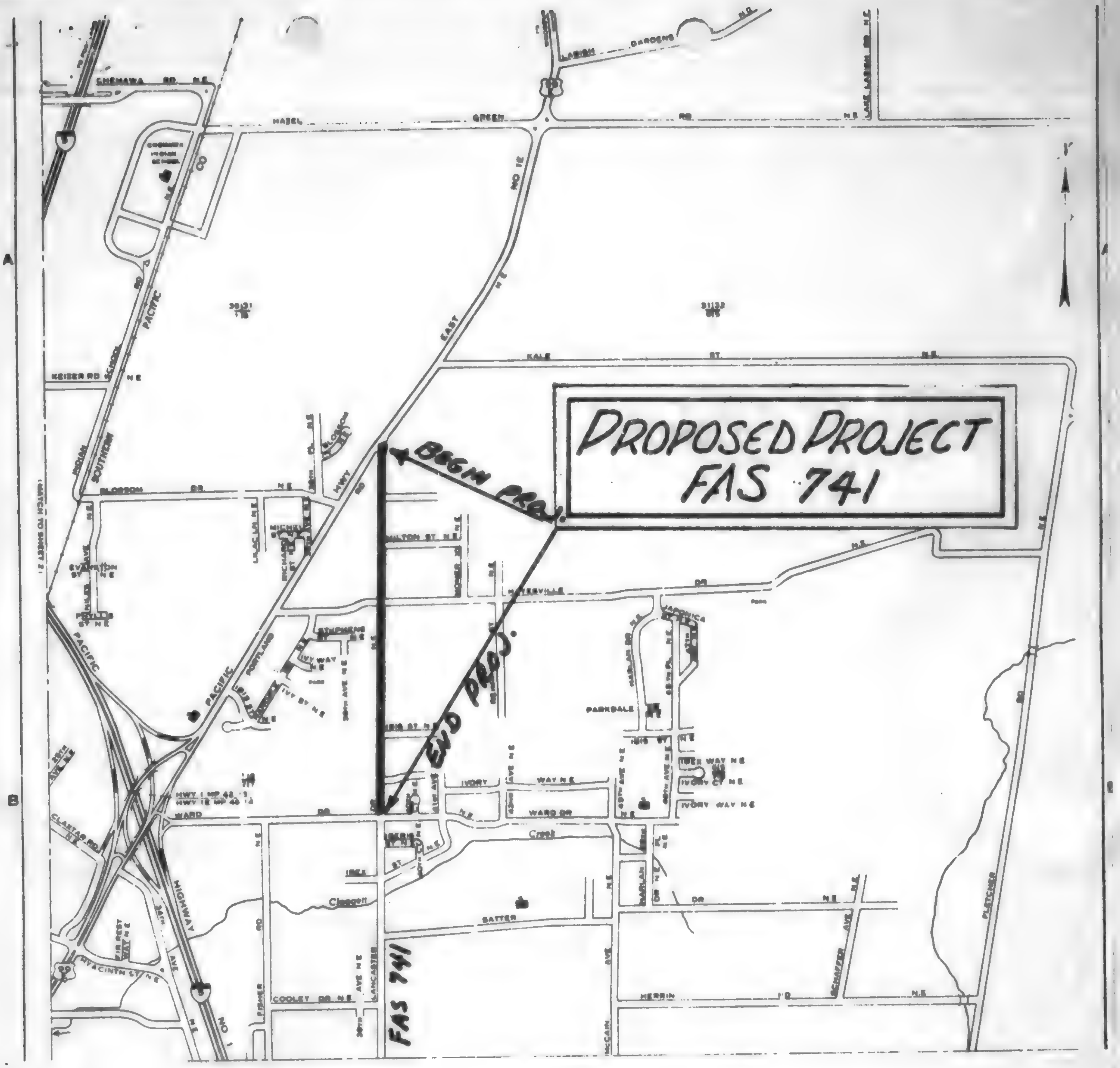
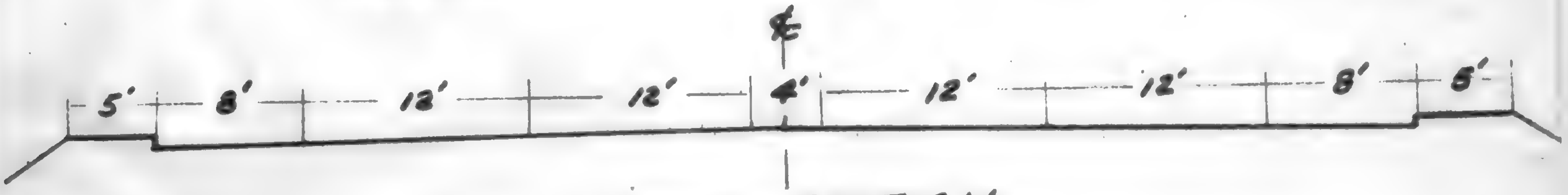
AUG 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP
HWY. 99E-WARD DRIVE SEC.
LANCASTER DRIVE FAS 741
MARION COUNTY
AUG. 1969

RECEIVED
AUG 26 1969
FOR FILING

1859

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

SU-528(4)
7363

August 18, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

The basic design features of two proposed FAS-C projects, namely, the Chemawa Road-Wheatland Road Section of North River Road, FAS 159, and the 99E-Ward Drive Section of Lancaster Drive, FAS 741, in Marion County were discussed by R. H. Prange with Mr. Valach this afternoon. Based on Mr. Valach's verbal concurrence, we will proceed to perform the survey and design the two projects as follows:

Chemawa Road-Wheatland Road Section, FAS 159
- 4 - 12-foot travel lanes
- 1 - 16-foot median
- 2 - 2-foot shy distances from curbs
- Total width between curbs - 68 feet
- Parking eliminated
- 80-foot right-of-way plus slope and construction easements

99E-Ward Drive Section, FAS 741
- 4 - 12-foot travel lanes
- 1 - 4-foot median
- 2 - 8-foot parking lanes
- Total width between curbs - 68 feet
- Parking lanes eliminated to provide 16-foot median for turning movements at major street intersections
- 80-foot right-of-way plus slope and construction easements

Marion County held a public hearing based on the above design features of the Chemawa Road-Wheatland Road Section and has held other hearings in the process of acquiring right-of-way by the resolution method pursuant to Oregon statutes.

The design features, including the widths and number of lanes, for the 99E-Ward Drive Section are a continuation of the same design as former projects on Lancaster Drive. Right-of-way for the proposed project was acquired by the County by the resolution method prior to the issuance of the new PPM 20-8 and hearings were held during this process.

We feel that the designs of the above two projects, although slightly irregular, are quite adequate for this type of urban arterial and your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

for H. S. Cox
County and City Engineer

RHP:mm

cc: D. J. Barbee
L. H. Young
R. D. Asburry

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AUG 20 1969
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STATE HIGHWAY ENGINEER

MARION COUNTY
PROPOSED PROJECT (1969 Funds)

FAS 741 - Lancaster Drive; 99E-Ward Drive Section

Clear, grade, drain, base, curb, and pave approximately 0.76 mile - $220,000.

This project is to consist of clearing, grading, draining, curbing, and paving with A.C. a 68-foot curbed roadway with 5-foot A.C. footpaths.

This project is to be similar to the Ward Drive-Silverton Road Section. This will complete the portion of this route between State Street and 99E. There is no marketable timber on this section.

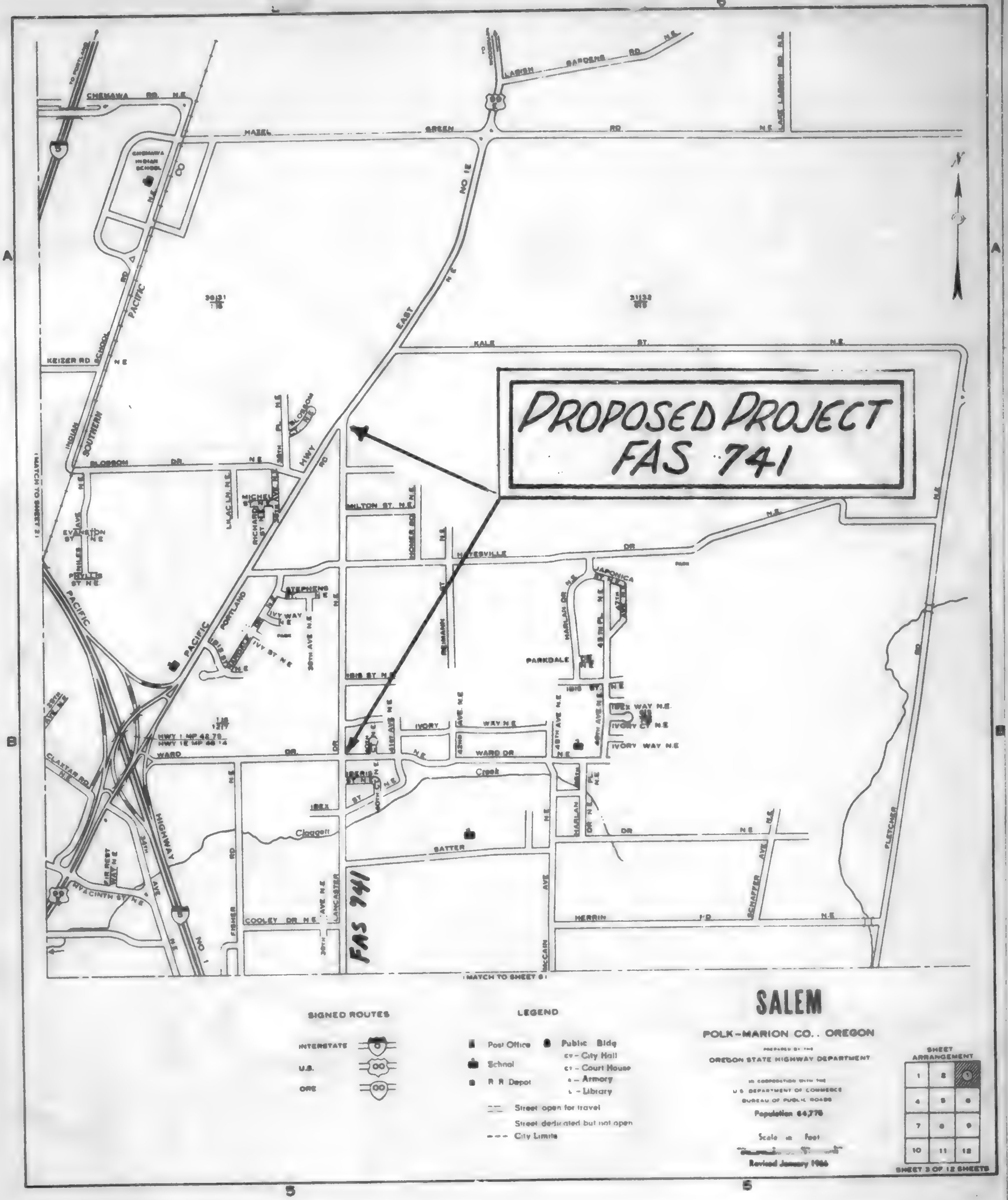
The right of way was acquired by County on the same resolution as the Ward Drive-Silverton Road Section.

State to make survey and plans.

Hearing not required.

69-d
6/27/69

HIWAY COMMISSION
APPROVED ON
JUL - 8 1969


PROPOSED PROJECT FAS 741
FAS 741
CHEMAWA RD. N.E.
HAZEL GREEN RD N.E.
LABISH GARDENS RD. N.E.
LAKE LABISH RD. N.E.
CHEMAWA INDIAN SCHOOL
NO 1E
EAST
N.E.
KALE ST. N.E.
KEIZER RD
INDIAN SCHOOL RD N.E.
SOUTHERN PACIFIC
BLOSSOM DR. N.E.
HWY RD
MILTON ST. N.E.
HOMER RD
HAYESVILLE DR N.E.
EVANSTON ST N.E.
PINNIES ST N.E.
STEPHENS
IVY WAY N.E.
IVY ST N.E.
PORTLAND
REIMANN
JAPONICA
PARKDALE
HARLAN DR N.E.
IVORY WAY N.E.
IVORY CT N.E.
WARD DR
WARD DR. N.E.
HWY 1 MP 44.75
HWY 1E MP 46.14
CLAXTAR RD N.E.
Claggett Creek
SATTER
HIGHWAY
HYACINTH ST N.E.
FIR CREST
LANCASTER
COOLEY DR N.E.
FISHER RD
McCAIN AVE
HERRIN RD N.E.
SCHAFFER AVE N.E.
FLETCHER RD
MATCH TO SHEET 6
MATCH TO SHEET 2
SIGNED ROUTES
INTERSTATE
U.S.
ORE
LEGEND
Post Office
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
School
R R Depot
Street open for travel
Street dedicated but not open
City Limits
SALEM
POLK-MARION CO., OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 64,776
Scale in Feet
Revised January 1966
SHEET ARRANGEMENT
SHEET 3 OF 12 SHEETS
A
B
5
6

JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

CHARTER
MEMBER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301

AREA CODE 503
364-4401, EXT. 53

RECEIVED
JUN 26 1969
ENGINEER
COUNTY & CITY DIVISION

June 18, 1969

County and City Division
Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon 97310

Gentlemen:

Marion County is contemplating the improvement of Lancaster Drive from Ward Drive to 99E during the 1970 construction season.

The right-of-way has been obtained by the resolution method to a minimum of 80 feet. The Salem Area Transporatation Study recommends 90 feet of right-of-way; but since this is a continuation of the improvement of Lancaster Drive started in 1964 and due to the extreme expense of securing the additional right-of-way and moving houses, it is desirable to continue the same design used previously.

The temporary work easements will be obtained from private property owners allowing the County to adjust driveways, drainage lines, water lines, and other appurtenances to insure final completion of the project and to insure property owner rights.

The Council of Governments has been requested to review the project as required by the Federal Aid Secondary System.

The Federal Aid froms requested by your office are enclosed.

Very truly yours,

John A Anderson

John A. Anderson
Director of Public Works

im
Enclosures
cc:Board of Commissioners

NOTED
R. H. PRANGE

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JUN 26 1969
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS PROJECT DATA

1. Name of County Marion FAS No. 741

2. County Road Name Lancaster Drive

3. Section Name Ward Drive to 99E Length 0.76 mile

4. Type of Project 68 foot curbed section with 5 foot sidewalks

5. Survey to be done by: State x County ____
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No x

Will it be furnished? Yes ____ No x

7. Wearing Surface: Type ____ Width 68 ft Shoulders ____

8. Grading & Drainage:

By County ____ County Date of Completion ____ By Contract x

9. Bottom Base Course:

By County ____ County Date of Completion ____ By Contract x

10. Leveling Course:

By County ____ County Date of Completion ____ By Contract x

11. Wearing Surface:

By County ____ County Date of Completion ____ By Contract x

12. Clearing:

By County ____ County Date of Completion ____ By Contract x

13. Is there any merchantable timber on right-of-way? Yes ____ No x

14. Will timber be reserved for owner? Yes ____ No ____

15. Will timber become property of contractor? Yes ____ No ____

Remarks ____

MATERIAL SOURCE -

16. Gravel ____ Quarry ____ Cinders ____

17. Owner: County ____ State ____ Private ____

18. Location: ____ Section ____ Township ____ Range ____ W.M.

ck 61-8 NOTED
R. H. PRANGE

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: ____________________

Remarks: ____________________

____

FINANCIAL- -

21. Estimated Cost: $____________

22. Available FAS Funds: $____________

23. Date Match Money is Available: ____________

24. Will there be any 100% County Money? Yes____ No____

25. Maximum Amount of 100% County Money Available: $____________

26. Date County Requests Letting: ____________

Remarks____________________

____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes____ No x

28. Will right-of-way be acquired by: Resolution____ or Deed____

29. Should State prepare options? Yes____ No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No____

31. Should material source site be included in right-of-way descriptions? Yes____ No____

32. Does project run inside city? Yes____ No x
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted])

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No x
(NOTE: County must move all utilities located on present right-of-way.)

Remarks____________________

ur 61-2

RAILROADS- -

34. Location: ____

35. Name of Railroad: ______________________________________

36. Number of tracks: __________

37. Sight distance: __________(Left) __________(Right)

38. Number of trains______________________

39. Angle of intersection______________________

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes____ No x

43. Will replacement by by: County_________ Contract_________
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks____

____

47. Is project contingent upon other factors? Yes____ No x

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain:____

____

____

____

ccR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ______________________________

50. (c) Surveys (Coordination with outside surveys)

Explain: ______________________________

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No___

52. Does County wish sight posts installed? Yes___ No___

53. Does County wish guard rail installed? Yes___ No___

54. Does County wish seeding and mulching incorporated into job?

Yes___ No___

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Marion County

June 25, 1969 Date

By Henry C. Mattson
Judge or Commission Chairman

By John Anderson
County Engineer

O.S.H.D. Field Engineer

Date June 27, 1969

CCR4-4

324-1721 Gervais (1st St.) Section, 1970
(Grading & paving)
#7364

C&A 3675 3-11-69

SCA

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 23, 1971

Mr. Edward J. Studer
City Recorder
City Hall
Gervais, Oregon 97026

Dear Mr. Studer:

Sometime this summer, our soils section would like to dig a test hole in your 1969 Special City Allotment job on First Street to check the effect of the lime treatment. They would neatly patch the hole.

City's permission can be granted by a copy of this letter.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

Approval to make the test hole is hereby granted by the City of Gervais.

By Edward J Studer

RECEIVED
COUNTY & CITY SECTION
JUL 28 1971
☑ ENGR. ☑ COUN. ☐ SE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Copy to C. Gregg for info

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103914

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-10-70	CC 1239		324-17[illegible]1-[illegible]95

City of Gervais
City Hall
Gervais, Oregon 97026

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Edward J.Studer, Recorder			
Final Billing: Special City Allotment project on First Street. Contract No. 73[illegible]. Covered by agreement dated February 10, 1969.			
City's Advance Deposit			1,725.00
As per attached			
Final cost		2[illegible],613.65	
Agreed State share		2[illegible],951.65	
Agreed City share			1,662.00
To be refunded			63.00

RECEIVED
COUNTY & CITY SECTION
NOV 12 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Rec'd with Request $____________
By____________________

RECEIVED
SEP 22 1970
FOR FILING

324-1721

7364

September 22, 1970

Fidelity and Deposit Co. of Maryland
900 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7364 awarded to D and D Paving, Inc., for grading and paving 1st Street in Gervais in Marion County was completed on July 28, 1970, and accepted by the Highway Commission on September 21, 1970.

Final payment in the amount of $1,038.37 will be released to the contractor after September 28, 1970. The total contract amount is $19,399.86 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc D and D Paving, Inc.
1615 - 22nd Street, S.E.
Salem, Oregon 97302

Fidelity and Deposit Co. of Maryland
Baltimore 3, Maryland
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
R. D. Asberry

c

RECEIVED
SEP 22 1970
[illegible]

324-1721

7364

September 21, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed July 28, 1970, on Contract No. 7364. The contract was with D & D Paving, Inc., and was for grading and paving on the Gervais (1st Street) Section in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 21, 1970, and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
I. D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
R. D. Asburry

ms sr

ON STATE HIGHWAY DEPARTMENT 09/11/70 PROGRESS ESTIMATE

AIS /1ST STREET	COUNTY RIGN		AWARDED 05
		A) 45 CWD	
ITY STREET	SPECIFIED COMPLETION	B)	EXTENSION
		C)	
WORK GRADING AND PAVING	CONTRACTOR	D & D PAVING INC SALEM 97302	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION	LUMP SUM	27000000	100000	270000	100000	270000
002	1IN-0 AGG IN BASE 7 1/2IN THICK PA 1	SQ YDS	9300	3200000	297600		
003	LIME TREATED SUBGRADE	SQ YDS	6000	3300000	198000	3256600	195396
004	LIME FOR TREATED SUBGRADE	TONS	340000	36000	122400	37575	127755
005	CLASS B ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	17200	3200000	550400	2856300	491284
006	8-INCH SEWER PIPE	LIN FT	41500	150000	62250	165000	68475
007	12-INCH SEWER PIPE	LIN FT	50000	150000	75000	59500	29750
008	CONCRETE INLETS TYPE CG-1	ONLY	1650000	5000	82500	6000	99000
009	CONCRETE CURBS	LIN FT	15000	1150000	172500	1108000	166200
010	ASPHALT DRIVEWAYS	SQ YDS	36700	240000	88080	145300	53325
011	ASPH STREET CONNECTIONS	ONLY	4900000	3000	147000	3000	147000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM E-498 (REV. 5-69)

AWARDED 05 04 70 F.A.P.

CONTRACT NO. 7364

WORK DONE TO:

S CWD

EXTENSION

APPROVED

PREFIX 324 1721

A) 53 CWD

USED B)

C)

ESTIMATED DATE OF COMPLETION:

VING INC

302

ESTIMATE NO. 003

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 07/28/70		TO COMPLETE 07/28/70		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	270000	100000	270000			9N		
						9N		
3254600	195396	3254600	195396			9N		
37575	127755	37575	127755			9N		
2856300	491284	2856300	491284			9N		
165000	68475	165000	68475			9N		
59500	29750	59500	29750			9N		
6000	99000	6000	99000			9N		
1108000	166200	1108000	166200			9N		
145300	53325	145300	53325			9N		
3000	147000	3000	147000			9N		

OREGON STATE HIGHWAY DEPARTMENT 09/11/70 PROGRESS ESTIMATE

SECTION GERVAIS /1ST STREET
HIGHWAY CITY STREET
TYPE WORK GRADING AND PAVING

COUNTY ARION
SPECIFIED COMPLETION A) 45 CWD
B)
C)
CONTRACTOR D & D PAVING INC
SALEM 97302

AWARDED 05
EXTENSION

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
012	ADJUSTING MANHOLES	ONLY	550000	2000	11000	2000	11000
	TOTALS FOR ORIG. CONTRACT				2076730		1659185
	PRICE AGREEMENTS						
30101	3/4-0 AGG IN BASE BI 2	SQ YD	8900			2863700	254869
30201	PARKING STRIP PAVING	SQ YD	40000			114830	45932
	ADJUSTMENTS						
6001	LIQUIDATED DAMAGES	DAY	-300000			8000	-24000
	FORCE ACCOUNTS						
801	FLAGGING 94001						
	* TOTAL PAY COSTS				2076730		1935986
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1				5000		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5-69)

5 CWG

AWARDED 05 04 70

F.A.P.

CONTRACT NO. 7364

WORK DONE TO:

EXTENSION

APPROVED

A) 53 CWD

USED B)

C)

PREFIX 324 1721

ESTIMATE NO. 003

FINAL

ESTIMATED DATE OF COMPLETION:

VING INC.
302

CORRECTED ESTIMATE		PERFORMED TO DATE 07/28/70		TO COMPLETE 07/28/70		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
2000	11000	2000	11000			9N		
	1659185		1659185					
2863700	254869	2863700	254869			9N		
114830	45932	114830	45932			9N		
8000	-24000	8000	-24000			9N		
						9N		
	1935986		1935986					
						9N		

OREGON STATE HIGHWAY DEPARTMENT 09/11/70 PROGRESS ESTIMATE

SECTION GERVAIS /1ST STREET
COUNTY RION
AWARDED 05
HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 45 CWD
B)
C)
EXTENSION
TYPE WORK GRADING AND PAVING
CONTRACTOR O & D PAVING INC
SALEM 97302

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
98999	CONTINGENCIES				93677		
99999	ENGINEERING				206173		314014
	GRAND TOTALS				2383580		2250000

RECEIVED
SEP 16 1970
HIGHWAY ACCOUNTING DIV.

RESIDENT ENGINEER

DATE

DI

ROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM E-498 (REV. 5-69)

CWD

AWARDED 05 04 70

F.A.P.

CONTRACT NO. 7364

WORK DONE TO:

EXTENSION

APPROVED

PREFIX 324 1721

A) 53 CWD

ING INC

22

USED B)

ESTIMATE NO. 003

ESTIMATED DATE OF COMPLETION:

C)

FINAL

ORRECTED ESTIMATE		PERFORMED TO DATE 07/28/70		TO COMPLETE 07/28/70		GROUP P or N	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	314014		308984		5030			
	2250000		2244970		5030			

ATE DIVISION ENGINEER--------------------------------

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

RM A-20 (REV. 6-63)

COUNTY MARION	CONTRACT NO. 7304	ESTIMATE NO. 3
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.	
SECTION GERVAIS /1ST STREET/		

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
1	9N GENERAL EXCAVATION	LUMP SUM	2700.0000	100.0
3	9N LIME TREATED SUBGRADE	SQ YDS	.6000	3,256.6
4	9N LIME FOR TREATED SUBGRADE	TONS	34.0000	37.5
5	9N CLASS ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	1.7200	2,856.3
6	9N 8-INCH SEWER PIPE	LIN FT	4.1500	165.0
7	9N 12-INCH SEWER PIPE	LIN FT	5.0000	59.5
8	9N CONCRETE INLETS TYPE CG-1	ONLY	165.0000	6.0
9	9N [illegible]	LIN FT	1.5000	1,108.0
0	9N ASPHALT DRIV WAYS	SQ YDS	3.6700	145.3
1	9N ASPH STREET CONNECTIONS	ONLY	490.0000	3.0
2	9N ADJUSTING MANHOLES	ONLY	55.0000	2.0
	PRICE AGREEMENT ITEMS			
101	9N 3/4-0 AGG IN BASE BI 2	SQ YD	.8900	2,863.7
201	9N PARKING STRIP PAVING	SQ YD	4.0000	114.8
	ADJUSTMENT ITEMS			
01	9N LIQUIDATED DAMAGES	DAY	30.0000-	8.0

9-11-70

TE [illegible] 11 7[illegible] PE. 01 7304	TOTAL CONTRACT ITEMS
VIOUS VOUCHER NO. 8280	% RETAINED ON CONTRACT ITEMS
ECKED BY: AW/ea CP	FORCE ACCOUNT
GINEER OR AUDITOR Arthur Duffy	TOTAL PAYMENTS

CONTRACT NO. 1364

ESTIMATE NO. 3 Final

FEDERAL AID PROJECT NO.

PREFIX NO'S.

324 1721 204 (41) 1,038.37 Dr.

TREET/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
UMP SUM	2700.0000	100.000	2700.00	2700.00	
SQ YDS	.6000	3,256.600	1953.96	1953.96	
ONS	34.0000	37.575	1277.55	1277.55	
SQ YDS	1.7200	2,856.300	4912.84	4912.84	
LIN FT	4.1500	165.000	684.75	684.75	
LIN FT	5.0000	59.500	297.50	297.50	
ONLY	165.0000	6.000	990.00	990.00	
LIN FT	1.5000	1,108.000	1662.00	1662.00	
SQ YDS	3.6700	145.300	533.25	533.25	
ONLY	490.0000	3.000	1470.00	1470.00	
NLY	55.0000	2.000	110.00	110.00	
SQ YD	.8900	2,863.700	2548.69	2548.69	
SQ YD	4.0000	114.830	459.32	459.32	
DAY	30.0000-	8.000	240.00-	240.00-	

TOTAL CONTRACT ITEMS	19359.86	19359.86	
% RETAINED ON CONTRACT ITEMS		1,038.37	1,038.37 XXXXX,XXXXXX
FORCE ACCOUNT			
TOTAL PAYMENTS	19,359.86	18,321.49	1,038.37

324-1721
7364

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Gervais (1st. Street)	WEEK ENDING: August 1, 1970	
	SECTION PREFIX: 324 - 1721	
HIGHWAY: City Street	COUNTY: Marion	
NAME OF JOB: Gervais (1st. Street)	KIND OF WORK: Grading and Paving	
CONTRACTOR: D & D Paving, Inc.	CONTRACT NUMBER: 7364	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 4, 1970	DATE WORK STARTED: May 27, 1970	ESTIMATED COMPLETION DATE: July 28, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 2	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 45	WORK DAYS USED / CALENDAR DAYS USED: work 53
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 118
PROJECT AUTHORIZATION: $ 23,835.80		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 21,754.07	ENGINEERING AUTHORIZATION: $ 2,081.73	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,754.07	This week 200.00 ENGINEERING COST TO DATE: $ 2,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN NONE %	PERCENT OF AUTHORIZATION: 139 %	DATE PROJECT WAS COMPLETED: July 28, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11	0.11			0.11
MILES PARTIALLY COMPLETED	0.11	0.11			0.11
MILES COMPLETED	0.11	0.11			0.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	3,200 sq.yds.			3,200 sq.yds.
TOTAL QUANTITIES CORRECTED TO DATE	Lump Sum	3,200 sq.yds.			3,200 sq.yds.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	3,200 sq.yds.			3,200 sq.yds.
AVERAGE DAILY QUANTITIES		800 sq.yds.			3,200 sq.yds.
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

1 Barber Greene Paver, 3 Rollers, 6 Trucks, 1 Backhoe.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	
SUNDAY	Cloudy	1		
MONDAY	Cloudy	1		
TUESDAY	Cloudy	1		Project completed this date.
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

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AUG 3 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor paved two lifts entire project with the exception of the second lift on the south half of the Birch Street connection. Subcontractor adjusted the two manholes.
TUESDAY	Contractor completed paving operations today. Finished general clean up. Project completed today.
WEDNESDAY	Contractor completed clean up.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed work on project Tuesday and clean up work Wednesday. Friday A.M. Assistant Regional Engineer Wimer made final inspection in company with contractor's representative Ray Daniels, City Recorder Ed Studer and the undersigned.
Friday P.M. contractor's identification signs were removed.

FINAL REPORT.

SIGNED Arthur Duffy LOCATION Salem

Arthur Duffy

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

69 oca

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name First Street Contract No. 7364

Highway Gervais City Street Prefix No. 324-1721

County Marion F.A. No. State

Final inspection made on 7-31-70 By Gerald Miner

in company with Art Duffy, Ed Studer, and Ray Daniels.

CHECK LIST

Date

7-31-70 Construction signs removed

Was none Salem office notified to rescind construction speed zone.

7-28-70 Contractor removed equipment from project.

7-29-70 Roadside cleanup completed.

7-27-70 Opened to traffic.

With semi-final Division materials certification submitted.

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good appearing and riding project. City's letter concurring in acceptance to follow.

All contract work on this project has been completed and recommendation is made for acceptance on 7-29-70. The semi-final estimate will be submitted about 8-17-70.

cc: Construction Engineer - F. D. Morgan
Regional Engineer - R. D. Asburry
Maintenance Engineer - Robert N. Bothman
~~Bridge Engineer - Ivan D. Merchant~~
Traffic Engineer - F. B. Crandall
County-City Engineer - H. S. Cox
Resident Engineer - Art Duffy
District Engineer - Floyd Lacey
~~State Parks Supt~~ -
~~Regional Parks Supt~~ -

Copies sent to all named.

NOTED
H. S. COX

NOTED
RICHARD UNREIN

(signed)

ASST. REGIONAL ENGINEER
(title)

NOTED
DON HARWELL

lf

RECEIVED
MAY 19 1970

FOR FILING
324-1721
7364

May 19, 1970

D & D Paving, Inc.
1615 - 22nd Street, S.E.
Salem, Oregon 97302

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7364 for grading and paving on 1st Street in the city of Gervais in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gr

Enclosure

cc: Fidelity & Deposit Co. of Maryland, Portland and Baltimore
F. D. Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
Arthur Duffy

RECEIVED
MAY 4 - 1970

FOR FILING

324-1721
7364

May 4, 1970

D and D Paving Company, Inc.
1815 22nd Street, S.E.
Salem, Oregon 97302

Gentlemen:

The State Highway Commission on May 1, 1970, accepted your proposal for grading and paving 1st Street in Gervais, Marion County, for the sum of $20,767.30 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions were fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7364.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
D. J. Barbee
Ivan Merchant
R. D. Asburry
Arthur Duffy
Wm. Geibel (SAIF)

NOTED
H. S. COX

April 23, 1970

Mr. Edward J. Studer
City Recorder
City Hall
Gervais, Oregon 97026

Dear Mr. Studer:

On April 23, 1970, the State Highway Commission opened bids on the 1969 Special City Allotment project on First Street in Gervais. The apparent low bid was submitted by D and D Paving Co., Inc., of Salem.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$20,767.30
Anticipated additional items (flagging)	50.00
Total...	$20,817.30
14½% engineering and contingencies	3,018.51
TOTAL ANTICIPATED COST....	$23,835.81

City's share: Concrete curbs at an approximate cost of............... $ 1,725.00

As a contract cannot be awarded until the City has deposited its estimated share of the cost, please forward at your earliest convenience a check or warrant to this office in the amount of $1,725 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:mm

bc: L. H. Young
R. D. Asburry

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

Mr. Edward J. Studer
City Recorder
City Hall
Gervais, Oregon 97026

February 26, 1970

Dear Mr. Studer:

This is in regard to the SCA project on First Street that the State advertised for bids twice last year without response from contractors. As I recently mentioned to you by phone, the State intends to readvertise the job for the April 23, 1970 bid opening.

The latest estimate from the Design Department shows a total cost of $24,846, of which the cost to the City will be for the curbs, estimated at $1,725.

We want to keep you informed about the job.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:ljt

NOTED
P. B. Aronsmeier

NOTED
DON HARWELL

First Street Gervais

Comparison of Lime Treated base with Straight Base Costs.
length 560'

Gen'l. Exc $\frac{50 \times 560 \times 1.04 \times 1.1}{27} = 1185$ C.Y. Case 1

Gen'l. Exc. $\frac{50 \times 560 \times 1.54 \times 1.1}{27} = 1750$ C.Y. Case 2

Lev. Cs $\frac{0.17 \times 560 \times 48 \times 1.43}{27} = 242$ C.Y. Same both cases

Cr.Rk. Base $\frac{0.625 \times 560 \times 48 \times 1.43}{27} = 890$ C.Y. Case 1

13½
Cr.Rk. Base $\frac{1.125 \times 560 \times 48 \times 1.43}{27} = 1600$ CY Case 2

Lime treated Base $2400 Est. 5-21-67

	Case 1			Case 2		
Gen'l. Exc	1185 C.Y.	1.50	$1780	1750 C.Y.	1.50	2620
Lev. Cs.	242 C.Y.	4.25	$1050	242 C.Y.	4.25	1050
Cr. Rock Base	890 C.Y.	4.00	3660	1600 C.Y.	4.00	6400
Lime Tr. Base			$2400			
			8,890			10,070

Lime $1180 cheaper.

Section Gervais (1st. Street) Project Allotment $ 22,000

Highway City St.

County Marion 2-24-70

Kind of Work Grade & Pave

30 Cal. work days
August 15, 1969.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ ~~17287.50~~	21649.50
Anticipated Additional Items:		
FLAGGING 50		
	~~50 -~~	50.00
	$ ~~17287.50~~	21699.50
Engr. & Cont. (~~12½%~~ 14½%)	~~2506.69~~	3146.43
Total	$ ×	
Credit for Maint. Rock		
Estimated Net Authorization, Constr.	$ ~~19 794.19~~	24,845.93

NOTED
H. S. COX

2-25-70
Oscar - I believe
this will need new agreement?
Don H.

APPROVED
Design Engr.

RECEIVED
FEB 24 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

Gervais (1st St.) Section
Grading and Paving

O.D.L. 4/17/70
Sheet 1

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	General Excavation	All Specified		
	For ______________	Lump Sum		$3000.-
2 ~~1~~.	1" - 0 AGGREGATE ~~Material~~ in Base - 7-1/2 inches thick	3,200 sq.yds.		
	For ______________	per sq.yd.	$1.35	$4320.- ✓
3.	Lime Treated Subgrade	3,300 sq.yds.		
	For ______________	per sq.yd.	$.45	$1485.- ✓
4.	Lime for Treated Subgrade	36 tons		
	For ______________	per ton	$32.-	$1152.-
5 ~~6~~.	Class "B" Asphalt Concrete 3 inches thick	3,200 sq.yds.		
	For ______________	per sq.yd.	$1.75	$5600.-
6 ~~7~~.	8-inch Sewer Pipe	150 lin.ft.		
	For ______________	per lin.ft.	$4.75	$712.50
7 ~~8~~.	12-inch Sewer Pipe	150 lin.ft.		
	For ______________	per lin.ft.	$8.90	$1335
8 ~~2~~.	~~Extra for Pipe Under~~ Pavement ~~Replacement~~	~~30 lin.ft.~~		
	For ______________	per lin.ft.	~~$10.00~~	~~$300.-~~

Sheet 2

Gervais (1st St.) Section

Item No.	Item	Quantity and Unit	Unit Price	Amount
9.	Concrete Inlets, Type CG-1 For _____________	5 only each	$ 75.-	$ 875.-
10 ~~11~~.	Concrete Curbs For _____________	1,150 lin.ft. per lin.ft.	$ 1.50	$ 1725
11 ~~12~~.	Asphalt ~~A.C. Conc.~~ Driveways For _____________	240 sq.yds. per sq.yd.	$ 3.00	$ 720-
12 ~~13~~.	Asphalt ~~A.C. Conc.~~ Street Connections For _____________	3 only each	$ 175-	$ 525
13 ~~10~~.	Adjusting Manholes For _____________	2 only each	$ 100	$ 200-

Total Amount of Bid $ 21649.50

Anticipated 50-

21 699.50

E & C. 14½ 3 146.43

24 845.93

Flagging 50-

Gervais (1st Street) Sec.
Marion County

Rev. 5-21-69

E. Johnson
5-13-69

General Excavation 540.	All Specified		2100 ~~1600~~
Pavement Replacement	30 lin. ft	5.00	150 -
Lime Treated Subgrade	3300 Sq yd	0.40	1320 -
Lime for Treated Subgrade	36 Ton	30.00	1080 -
Stone Base - 7½ inches thick	3200 Sq yd.	1.15 ~~1.00~~	3680 ~~3200~~
Class 'B' Asphalt Concrete, 3 inches thick.	3200 Sq yd	1.50	4800
8-inch Sewer Pipe	150 lin. ft	3.45 ~~3.00~~	517.50 ~~450~~ -
12-inch Sewer Pipe.	150 lin. ft	4.80 ~~4.20~~	720 - ~~631.50~~
Concrete Inlets, Type CG-1	5 only	150.00	750 -
Adjusting Manholes	2 only	100.00	200 -
Concrete Curbs	1150 lin. ft	1.50	1725 -
A.C. Conc. Driveways	240 Sq. yd.	3.00	720 -
A. C. Conc. Street Connections	3 only.	175.00	525 -
			~~18,317.50~~ ~~17,237.50~~
	Anticipated		50 -
			~~18367.50~~ ~~17,287.50~~
	Engr. & Cont. 14½		~~2663.29~~ ~~2506.69~~
			~~19,794.19~~
			21,030.79

Flagging 50 -

RECEIVED
MAY 22 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
P. B. Aranzamendez

NOTED
DON HARWELL

Gervais (1st Street) Sec
Marion County

NOTED
H. S. COX

E. Johnson
5-13-969

General Excavation 840.	All Specified		1680 -
Pavement Replacement	30 lin. ft	5.00	150 -
Lime Treated Subgrade .30	3300 Sq. yd	0.40	1320 -
Lime for Treated Subgrade 3400	36 Ton	30.00	1080 -
Stone Base - 7½ inches thick	3200 Sq yd.	1.00	3200
Class "B" Asphalt Concrete, 3 inches thick. 498	3200 Sq yd	1.50	4800
8-inch Sewer Pipe	150 lin. ft	3.00	450 -
12-inch Sewer Pipe	150 lin. ft	4.25	637.50
Concrete Inlets, Type CG-1	5 only	150.00	750 -
Adjusting Manholes.	2 only	100 -	200 -
Concrete Curbs.	1150 lin. ft	1.50	1725 -
A.C. Conc. Driveways	240 Sq. yd.	3.00	720 -
A.C. Conc. Street Connections	3 only.	175.00	525 -
			17237.50
	Anticipated		50 -
			17287.50
	Engr. & Cont. 14½		2506.69
			19794.19

Flagging. 50 -

RECEIVED
MAY 20 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
DON HARWELL

NOTED
H. S. COX

Salem, Oregon
April 10, 1969

Mr. D. J. Barbee
Design Engineer

BUILDING

1969 Special City Allotment Project
First Street
City of Gervais

Attention Mr. P.L. Carstensen

The survey data on subject project has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

Curb exposure should be given further study.

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer
County and City Division

RU:eb

Enc.

NOTED
DON HARWELL

NARRATIVE REPORT

GERVAIS (FIRST STREET) SECTION
CITY STREET - MARION COUNTY

The project calls for the reconstruction of First Street between Douglas Avenue and Birch Avenue with a forty-eight-foot curb to curb street section.

The existing concrete sidewalks are not uniform. In order to provide the minimum graient for drainage it was necessary to vary the curb exposure — 1½"-7½" and pavement slopes.

We have omitted the item for watering, the cost of watering is included in the estimated cost for general excavation and stone base. The special provisions should re quire the stone base to be wetted before placement to protect the subgrade and prevent material segregation.

The square yard is specified as a basis of measurement for the stone base and asphaltic concrete items, this with the elimination of a separate item for watering will eliminate the need for material checkers and a man on the weigh scales.

The preponderance of traffic originates from school bus barns located on the west side of the street. These buses serve the public and parochial schools in the gervais area. The plans call for a large paved driveway for the bus barns at Station 12+70. First Street can be closed to traffic during School vacation.

Arthur Duffy

Arthur Duffy
Resident Engineer

NOTED
RICHARD UNREIN

ECTION First Street

IGHWAY City of Gervais

ESTIMATE OF COST 3/31/69 SHEET 2 OF

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST	
1	Temporary Prot. & Direction of Traffic	All	All	—	All	$		$ 100	00
2	Clearing and Grubbing	All	All	—	All			500	00
3	General Excavation Unclassified	Cu. Yd.	840	60	900	1	50	1,350	00
4	Trench Excavation	Cu. Yd.	43	7	50	3	50	175	00
5	Lime Treated Subgrade	Sq. Yd.	3,344	156	3,500		40	1,400	00
6	Lime for Treated Subgrade	Ton	38	4	42	28	00	1,176	00
7	Stone Base	Sq. Yd.	3,275	125	3,400	1	50	5,100	00
8	Class "B" Asphalt Concrete	Sq. Yd.	3,275	125	3,400	1	75	5,950	00
9	8 inch Extra Str. Conc. Storm Sew. Pipe	Lin. Ft.	190	20	210	2	75	577	50
10	12 inch Culvert Pipe	Lin. Ft.	70	5	75	3	75	281	25
11	Concrete Inlets Type "G-1"	One	5	0	5	130	00	650	00
12	Concrete Curbs	Cu. Yd.	33	2	35	50	00	1,750	00
13	Extra for A.C. Concrete Approaches	One	3	0	3	50	00	150	00
14	Pavement Replacement	Lin. Ft.	28	2	30	5	00	150	00
15	Adjust Manhole	One	2	0	2	100	00	200	00
								19,509	75
	Additional Anticipated Items:								
	Flagging (State Share)							50	00
					$ 19,559.75			19,559	75
	Engineering & Contingencies ~~12½%~~	14½%			2,836.16			2,444	97
	Total				$ 22,395.91			22,004	72

NOTED
RICHARD UNREIN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section FIRST STREET (Douglas Ave. - Birch Ave.) Highway City of Gervais County Marion Prefix 324-1434

Res. Engr. Arthur Duffy Approx. Length 0.09 Miles. Sta. ________ to Sta. ________ Date 2-20-69

Mean Truck A.D. * 30 Traffic Coefficient 5.5 18 kip s.a. per day 2.8.

Annual Precipitation 40"± Frost Penetration - - - - - -.

CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	AC
	7.5	7.5	Cr. Base
	5.0	6.0	LTS
18.5	18.5	16.5	

(1)
Typical Soil

31	LL
10	PI
100	%P 10
94	%P200
0	%Gravel
2	%C Sand
4	%F Sand
64	%Silt
30	%Clay
4	"R" Value

3-2?-69

3.0" of Asphaltic Concrete.

7.5" of 1.0"-0 Crushed Base.

6.0" of Lime Treated Subgrade.

(1)
Clayey Silt

See Page 2 for remarks.

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

RECEIVED
MA[illegible] - 1969
FOR FIL[illegible]

324-1721
1364

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

NOTED
F. E. KLABOE

Submitted by ____________ for Staff Assistant

Recommended by ____________ Engineer of Materials

Recommended by ____________ asst. Construction Engineer

Approved by ____________ Asst. State Highway Engineer

SECTION: FIRST STREET (Douglas Ave. - Birch Ave.)

HIGHWAY: City of Gervais

COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	1.0"-0 Crushed Base	~~S.S.~~ ~~or~~ L.T.S.	"CBE" Total Requirement	Actual Thickness
Cars Only	2.0"	- - -	- - -	4.5"	6.0"	13.5"	12.5"

Remarks:

Tests of the subgrade indicate need for a blanket course to prevent infiltration of the base course by the fine-grained soil subgrade. Addition of 5%± lime to the "in-place" soil would give the same benefit as a sand blanket. Lime Treatment is recommended.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	- -"	Crushed Base
1.0"	Cement Treated Base	=	- -"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8"	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8"	Crushed Base

TRAFFIC ANALYSIS

SECTION: FIRST STREET (Douglas Ave. - Birch Ave.)
HIGHWAY: City of Gervais
COUNTY: Marion

100 Present ADT (19 69)
Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	*School Buses			30	310 [illegible]	9,300
3	0				1000	
4	0				1250	
5	0				3180	
6	0				2570	
				30 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 9,300
TWENTY YEAR EWL 186,000
TRAFFIC COEFFICIENT 5.5

*Note:
A 5000# Equivalent Wheel Load (Weight) constant was developed for "School Buses Only" as no appreciable truck traffic was foreseen during the proposed design life of this section.

SECTION: FIRST STREET (Douglas Ave. - Birch Ave.)

HIGHWAY: City of Gervais

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good x Fair ____ Poor ____
Remarks: ____

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.09 mi.) project. See Items 6 and 12.

SCA, 69
Gervais

EICHSTEADT & BOLLAND
ATTORNEYS AT LAW
345 NORTH SECOND STREET
P. O. BOX 355
WOODBURN, ORE. 97071

HAROLD A. EICHSTEADT
MARVIN O. BOLLAND
ROBERT L. ENGLE

TELEPHONE
981-0155
AREA CODE
503

February 25, 1969

NOTED
H. S. COX

RECEIVED
FEB 26 1969
ENGINEER
COUNTY & CITY DIVISION

DICK

Gervais School District 76C
P. O. Box 176
Gervais, Oregon 97026

Attention: Mrs. Audrey S. Ehlke,
District Clerk

Dear Mrs. Ehlke:

Re: City of Gervais First Street
Curb Improvement.

Your letter of February 18, 1969 addressed to the Mayor of the city of Gervais regarding the above matter has been referred to me for answer.

The Council of the city of Gervais, pursuant to the authority vested in it by the Charter has entered into a contract with the State of Oregon for the improvement of First Street. This contract is extremely favorable to the parties to be benefited by this improvement in that the State of Oregon has agreed to pay the entire cost of the street improvement project, excluding the cost of the concrete curbs, which State cost comes to approximately $22,000.00. This leaves the sum of approximately $1,500.00 to be assessed against the property benefited by the street improvement. As I am sure you are aware, street improvement projects within a municipality are normally assessed in full against the benefited property on a front foot basis. You, and others so benefiting, are by this arrangement receiving the benefit of a $23,500.00 street improvement project at a cost of only $1,500.00. The economic benefits of this arrangement cannot be denied.

You mention in your letter that insufficient notice was given of this street improvement project. The city has followed the notice procedures as set out by the Gervais City Charter. This constitutes the adoption of a Resolution of Intention to make a street improvement. The Charter provides that notice of such intention to improve be given to the benefited parties by the posting of three (3) copies of the Resolution in public places within the city. This notice was given by such posting. A time for the filing of remonstrances was given in such Resolution which you have exercised by your letter of February 18, 1969. Following the consideration of remonstrances, the Council,

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

if it sees fit to continue on with the project, passes an ordinance of its intention to proceed on with the improvement of the street in question. The improvement project is then completed and Notices of Proposed Assessment are mailed to the property owners to be assessed. Again time is given for remonstrances to be filed and after such remonstrances are considered, an ordinance may be passed assessing the property benefited by the street improvement project. Following such passage, assessments are mailed to the said property owners.

Aside from the notice given as required by the Gervais City Charter, Mr. Studer, the City Recorder, has informed me that notice was personally given to the School Board of this proposed project at the time he appeared before the School Board to explain Bancrofting procedures for the prior First Street and Alder Improvement Project.

There will be a considerable period of time before the final assessments are made on this street improvement project. We hope that this period of time will give the Board sufficient time to consider the matter. We are extremely hopeful that the Board will look favorably on this project because of the extreme benefit derived from the State grant which is here involved.

If I can answer any further questions or be of any further help in explaining the procedures, please feel free to contact me.

Yours truly,

ROBERT L. ENGLE
Gervais City Attorney

RLE:mem

cc: Richard Unrein, Field Engineer
Oregon State Highway Department

cc: Gervais City Recorder

February 18, 1969

GERVAIS SCHOOL DISTRICT 76C
P. O. Box 176
GERVAIS, OREGON 97026

Mr. Ernest Zellner, Mayor
City of Gervais
Gervais, Oregon

Dear Sir:

The School Board hereby makes remonstrance to the proposed cost of street curbing to be assessed against the Gervais Elementary School District 76C by reason that insufficient notice has been given to the board to consider such matter and that until opportunity is afforded the school board to consider approval or disapproval of this matter, it is requested that any action to the extent of assessing the curbing cost against the school district be delayed.

Sincerely yours,

Audrey S. Ehlke

Audrey S. Ehlke, District Clerk

c.c. Richard Unrein, Field Engineer
Oregon State Highway Dept.

RECEIVED
FEB 19 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
FEB 18 1969
FOR FILING

324-1721
7364

MISC. CONTRACTS and
AGREEMENTS No. 3675

February 11, 1969

City of Gervais
City Hall
Gervais, Oregon 97026

Attention: Mr. Edward J. Studer
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to First Street from Birch to Douglas Avenues in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(agreement conformed)

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FEB 17 1969
FOR FILI

324-1721
7364

PREFIX NO. 324-1434

LOCATION PROSPECTUS
GERVAIS (FIRST STREET) SECTION
CITY STREET - MARION COUNTY

2-10-69

HIGHWAY:	First Street from Douglas Avenue to Birch Avenue in the city of Gervais. Not on Federal-aid or State system.
TERMINI:	The northerly terminus is at the intersection of First Street and Douglas Avenue. The southerly terminus is at the intersection of First Street and Birch Avenue.
LENGTH:	0.09 mile.
PROGRAM:	1969 Special City Allotment Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for street reconstruction on existing alignment, involving storm sewer installation. The existing sidewalks are not uniform and will be at variance with the proposed curb. Soils investigations will be conducted.
TYPICAL SECTION:	Forty-eight-foot curb to curb street section.
BASE DESIGN:	The tentative base design for construction is:

3"	A.C.
2"	Level
13"	Crushed Base
18"	Total

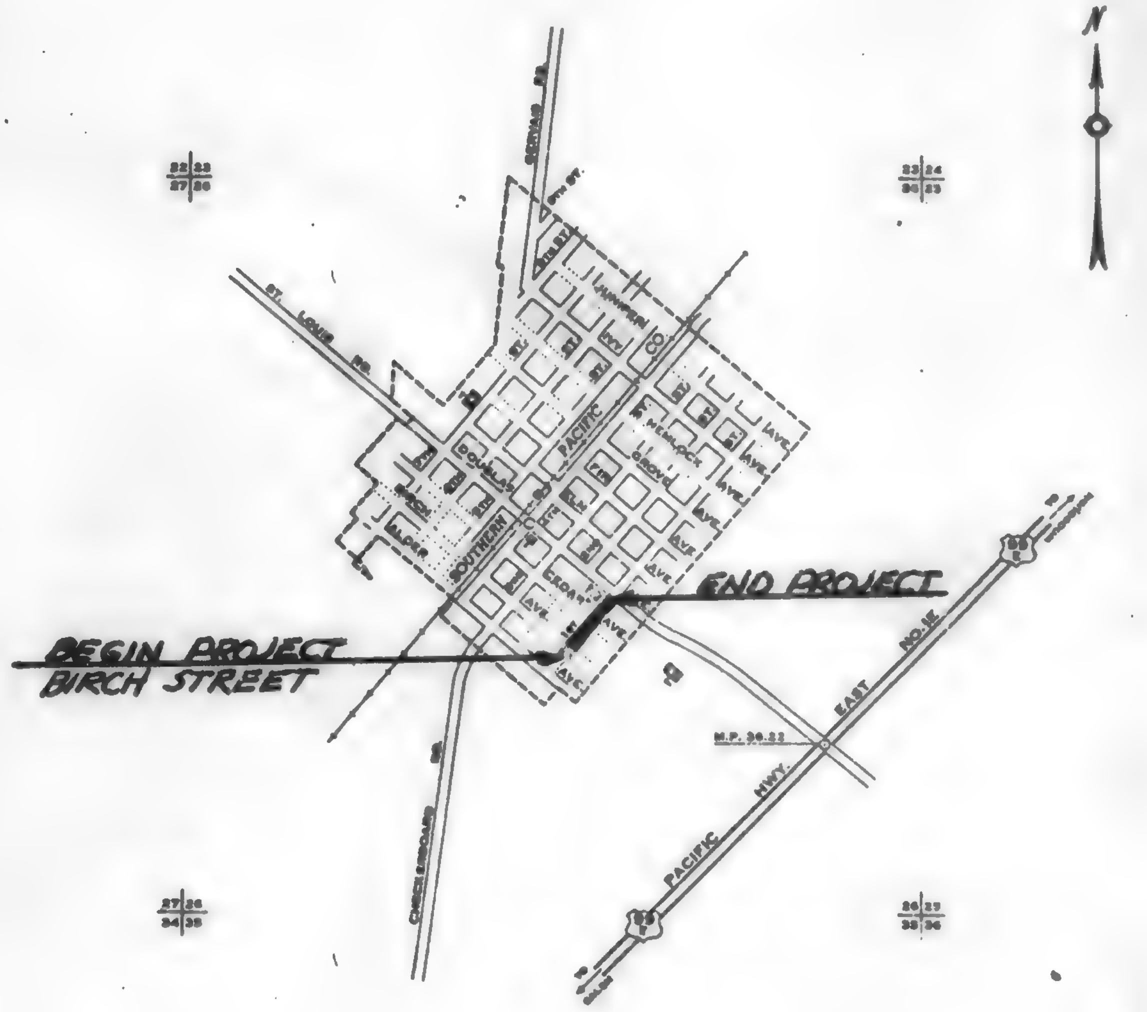
NOTED
R. L. PORTER

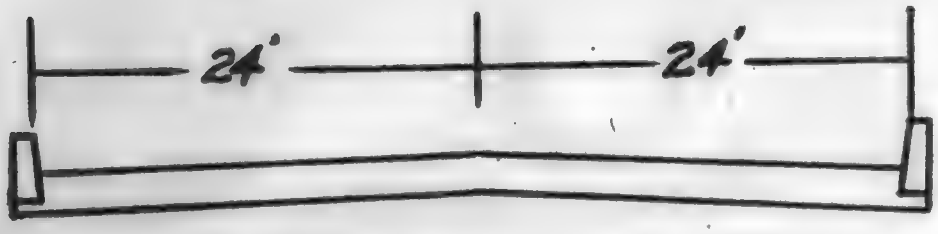
MATERIALS:	Adequate quantities of material are available from commercial sources.
ADD'L FACILITIES:	None.
AGREEMENTS:	Routine negotiations for Special City Allotment project.

Attachment
February 10, 1969
cc's: over

cc's: R.D. Asburry (4)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
W.H. Tebeau
F.E. Terpin
O.C. Turner
F.W. Yarbrough (2)

FORREST COOPER





Typical Section

Prospectus Map
First Street Section
City of Gervais
Marion County
1969
Arthur Duffy Res. Eng'r.

December 18, 1968

Mr. Edward J. Studer
City Recorder
P.O. Box 141
Gervais, Oregon 97026

Dear Mr. Studer:

On December 17, the State Highway Commission approved the City's request for a 1969 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing, colored in red, the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

[illegible]

Attachments
cc R. D. Asberry

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

City: Gervais
County: Marion
Division No.: II
Population: 1963 438
1968 680
Previous Projects 1
Previous Amount $ 8,814
Last Project 1954

PROPOSEL PROJECT - 1969:

Grade and pave 1st Street from Birch Avenue to Douglas Avenue. Provide 48' curbed street section.

Length of project: 0.09 mile.

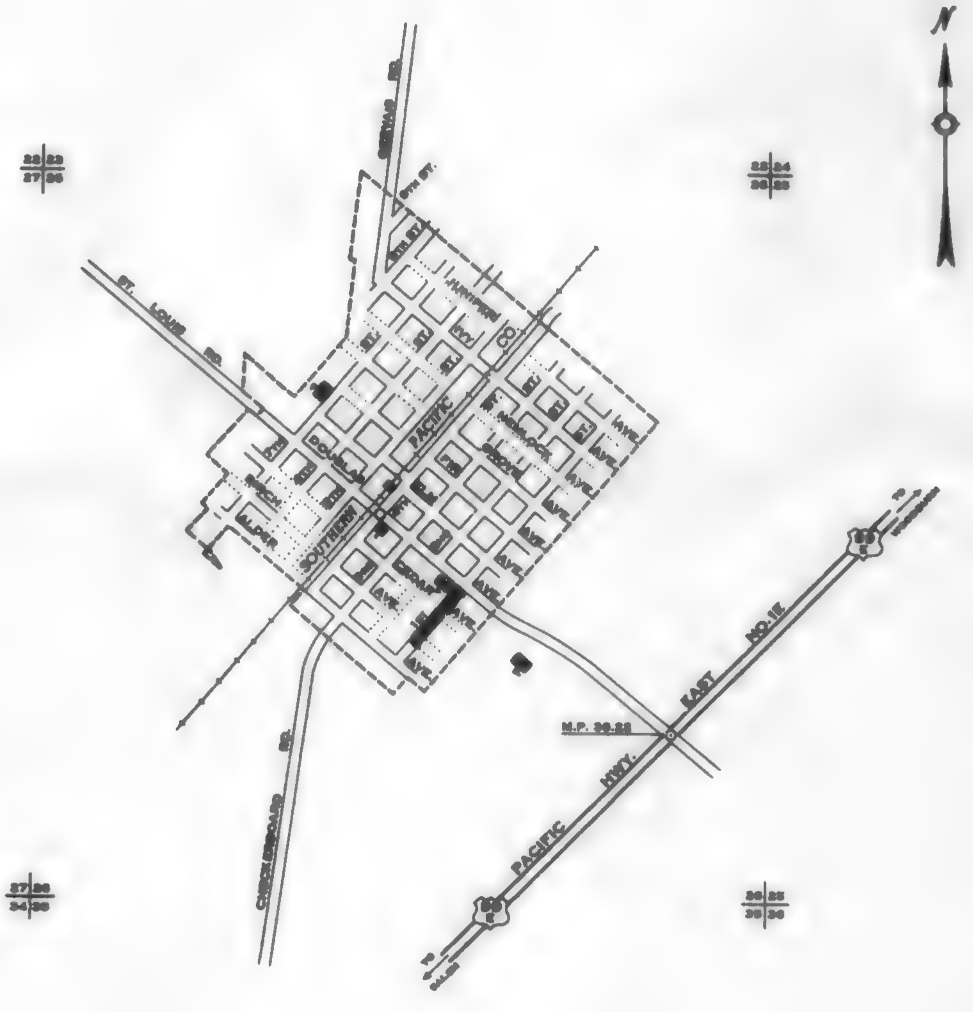
Base design: 13" coarse crushed, 2" level course, 3" asphaltic concrete.

	S.C.A.	City	Total
Estimated Cost:	$20,500	$1,500	$22,000

Remarks:

This oiled street is deteriorating from considerable school bus traffic originating from the school bus barns located on this street. These buses serve the public and parochial schools in the Gervais area.

Recommendation: Approval recommended.



SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
City Center M. P. log
City Center

GERVAIS

MARION COUNTY, OREGON

[illegible]
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 480

Scale in Feet

Revised July 1968

5CA

EICHSTEADT & BOLLAND
ATTORNEYS AT LAW
345 NORTH SECOND STREET
P. O. BOX 355
WOODBURN, ORE. 97071

HAROLD A. EICHSTEADT
MARVIN O. BOLLAND
ROBERT L. ENGLE

TELEPHONE
981-0155
AREA CODE
503

September 23, 1968

NOTED
H. S. COX

State Highway Department
Salem, Oregon 97310

Attention: Mr. Richard Unrein, Field Engineer
Re: City of Gervais - First Street Improvement

Dear Mr. Unrein:

In answer to your letter of September 16, 1968 directed to Mr. Edward Studer, City Recorder in Gervais, I wish to advise you on behalf of the City of Gervais that the city is willing and able to participate in the street improvement project under the Special City Allotment Act to the extent of the curbs. We would ask that you forward the agreement to this office for review when your preliminary investigation has been completed.

If I can be of any further help or answer further questions, please feel free to contact me.

Yours truly,

Robert L. Engle

ROBERT L. ENGLE
Gervais City Attorney

RLE:mem
cc: Mr. Edward J. Studer

RECEIVED
SEP 24 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

September 16, 1968

Mr. Edward J. Studer
City Recorder
P. O. Box 141
Gervais, Oregon 97026

Dear Mr. Studer:

It is planned to submit your proposed project on First Street from Birch Avenue to Douglas Avenue to the Highway Commission for consideration for construction in 1969 under the Special City Allotment Act (ORS 366.805).

Your proposed project, based on a reconnaissance investigation, is roughly estimated to cost $22,000 for providing a 48' curbed street section; and City's estimated share is $1,500 for concrete curbs.

Should the Highway Commission look with favor upon your project, would the City of Gervais be willing and able to pay its estimated share of the project's cost?

Early receipt of a letter advising of Gervais' ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

Council meets 10/7
RU:mm

NOTED
[illegible]

NOTED
DON HARWELL

S.C.A. Investigation Data

City of GERVAIS Date 7-3-68 Div. 2

Population: 1968 680 + 2AA 1963 438

Street First St. from Birch Ave to Douglas Ave.

No. previous projects 1

Last project 1954 (year)

Total SCA funds $ 8814

Funds/capita $ 12.96

Average/capita $ 59.58

EXISTING

Surface now in place: A.C. — Oil X Gravel — Concrete —

Surface width: 45± feet, Shoulder-shoulder width: 45± feet

C-C width: — feet, R/W width: 60 feet

Remarks: Existing Oil surface is in a deteriorated state from school bus traffic of adjacent Grade School. Met with Mr. Studer, City Recorder. He said to confine project to First St.

good project M.

PROPOSED

Surfacing: A.C. X Oil — Other —

Pave. width: 48 feet, Shoulder width — feet, C-C width: 48 feet

BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 13 inches

Lime T.S.G. — inches, Blanket — inches, P.M.B.B. — inches

Length: 0.09 mile, 475 feet. Type curb: "C"

Remarks:

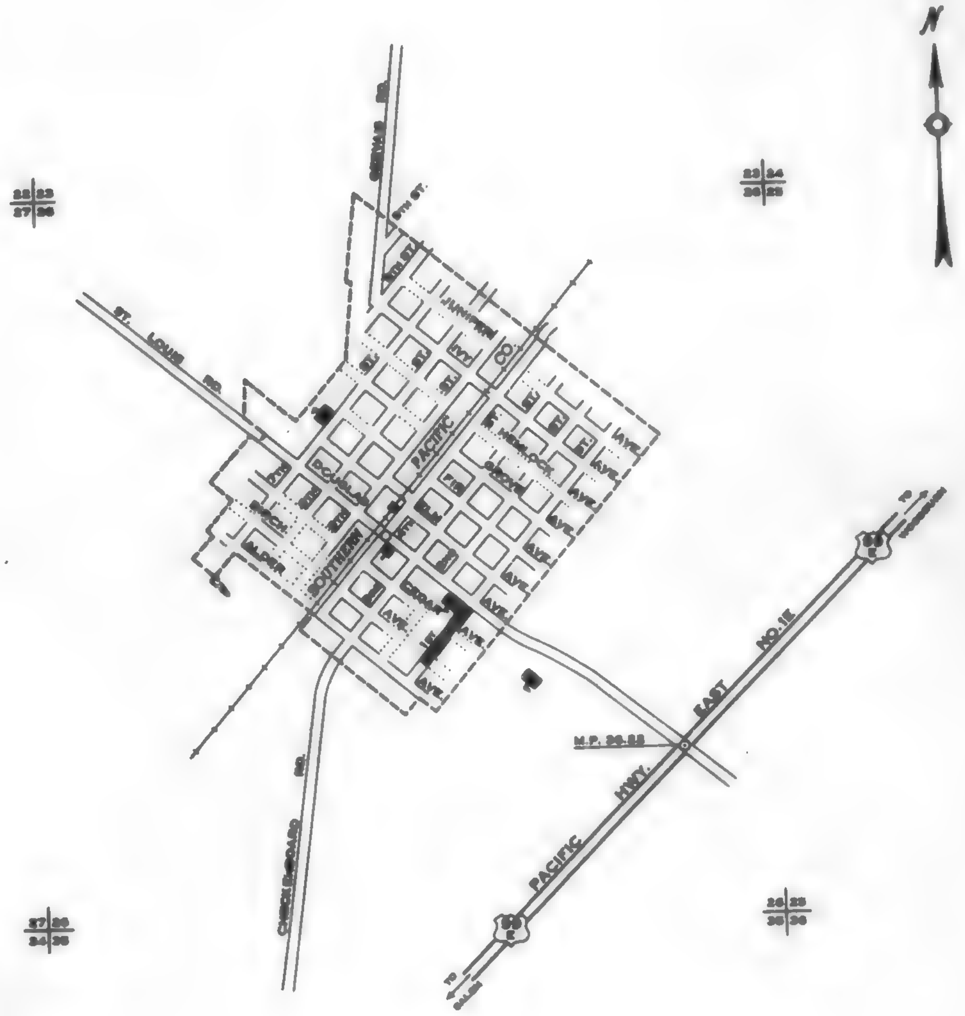
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 300.00 ?
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	2,000	1.50	3,000.00
Finishing roadbed & slopes ($1,500)	mile	.09	1,500.00	135.00 ?
Trench excavation	c.y.	90	3.50	315.00
Watering	M-gal.	40	4.00	160.00
Level material (3/4-0)	c.y.	200	3.75	750.00
Base material	c.y.	1,300	3.50	4,550.00
Asphalt	ton	460	10.50	4,830.00
Binder	all	all	L.S.	430.00 ?
Concrete inlets	each	5	130.00	650.00
Culvert pipe 12"	lin. ft.	385	3.75	1,443.75
Concrete curbs	c.y.	30	50.00	1,500.00

*Items include 10% allowance

Total	$ 18,063.75 City ?
Perm. signing ($100/intersection)	50.00
Flagging	—
Total	$ 18,113.75
Engineering & contingencies (20%)	3,622.75
Total	$ 21,736.50
City's estimated share of survey	—
TOTAL ESTIMATED COST	$ 22,000

$233,000/Mi

Total $ 22,000
1,500 City
*20,500 S.C.A.



SIGNED ROUTES

- INTERSTATE
- U.S.
- ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.
- City Center M. P. log
- City Center

GERVAIS

MARION COUNTY, OREGON

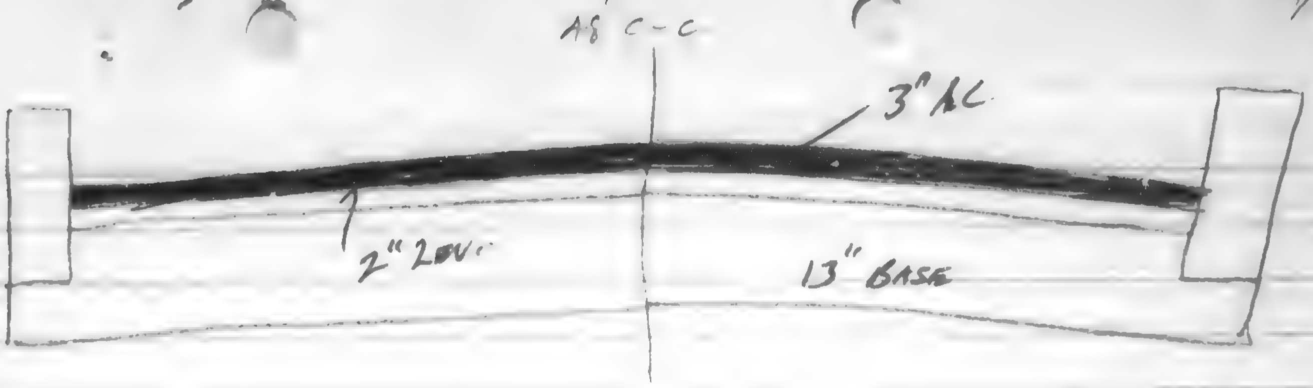
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 660

Scale in Feet

Revised July 1968

GERVAIS
FIRST ST
7-3-68



7"
3"
2"
13"
25" or 2.08'

GEN. EXC. = $\frac{2.1 \times 50 \times 475 \times 1.1}{27}$ = 2,000 C.Y.

TR. EXC. = $\frac{2.5 \times 2.5 \times 385}{27}$ = 90 C.Y.

WATER = .0275 x (1500) = 40 M-GAL.

LEV. = $\frac{.17 \times 48 \times 475 \times 1.43}{27}$ = 200 C.Y.

BASE = $\frac{1.08 \times 48.8 \times 475 \times 1.43}{27}$ = 1,300 C.Y.

A.C. = 96.3 x 4.75 = 460 TON

BINDER = 4,800 x .09 = 430

CURBS = .031 x 950 = 30 C.Y.

SCA

RECEIVED
JUL 1 - 1968
ENGINEER
COUNTY & CITY DIVISION

PROJECT DATA, CITY OF GERVAIS Date 6/27/68

To be financed by Special City Allotment Fund and necessary city funds.

Street name First Street and Fourth Street
(Locate project on attached m

Project length Approx. 220'

DESIRED STREET SECTION:

Standard roadway; width of travel way: ~~20'~~ feet, width of shoulders: ~~2'~~ feet

Curbed section; width curb to curb: 48 feet

Remarks This would be increased on Fourth Street to50 Feet .

Surface now in place: Oil 0-11 Paving ____ Gravel ____

Present surface width: 50 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No ____

Give width of intersecting streets: 60' right-of-way

Are intersecting streets curbed? Yes ____ No x

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No x

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No x

To be constructed as part of project? Yes x No ____

Length of desired radius on curb returns: 13' - 15' feet

Does city desire special type of curbs? Yes ____ No x

Explain: Standard Curb

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes x No ___

Present sidewalks, Length: ___ feet; Width: 4 feet

Distance between present sidewalks: 50 feet

Are sidewalks to be constructed as part of project? Yes – No x

Width of sidewalks to be constructed: ___ feet

Are sidewalks to be constructed only on one side of street? Yes ___ No ___

Are sidewalks to be constructed on both sides of street? Yes ___ No ___

Give: Length to be constructed and On which side of street

___ feet N.___ S.___ E.___ W.___

___ feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes ___ No ___

Is utility strip required? Yes x No ___; Width: 6 feet

Remarks ___

STORM SEWERS -

Now in place?. Yes ___ No x

If yes, are they adequate for increased flow? Yes ___ No ___

Indicate depth of main lines from present surface: 2' feet

To be constructed by City? Yes ___ No x

To be constructed as part of project? Yes x No ___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes x No ___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 3'-6' feet

Remarks ___

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? 1½ feet

Remarks ___

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes x No ___

Asphaltic concrete? Yes x No ___

Portland cement? Yes ___ No ___

How many? 2

Must driveways be Portland cement to comply with city code? Yes ___ No x

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No x (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ___

Electric poles? Yes x No ___

Which company? P.G. E. and Northwest Natural Gas Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes x No ___

Which company? Gervais Telephone Company

Railroad tracks? Yes ~~x~~ No ___

Which company? ~~Southern Pacific Railroad Company~~

Is crossing presently protected by automatic railroad signals?

Yes ~~x~~ No ___

Remarks This project will not cross the R.R.

NOTED
RICHARD UNREIN

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x

Base rock? Yes ___ No x

Concrete curbs? Yes ___ No x

Driveways? Yes ___ No x

Remarks The City has no equipment

GENERAL INFORMATION:

Are city finances available? Yes ___ No x

When available? Date Not before 8/30/69

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: Disposal near or adjacent to Project

General remarks: ___

By Rex J. Cutsforth
Mayor

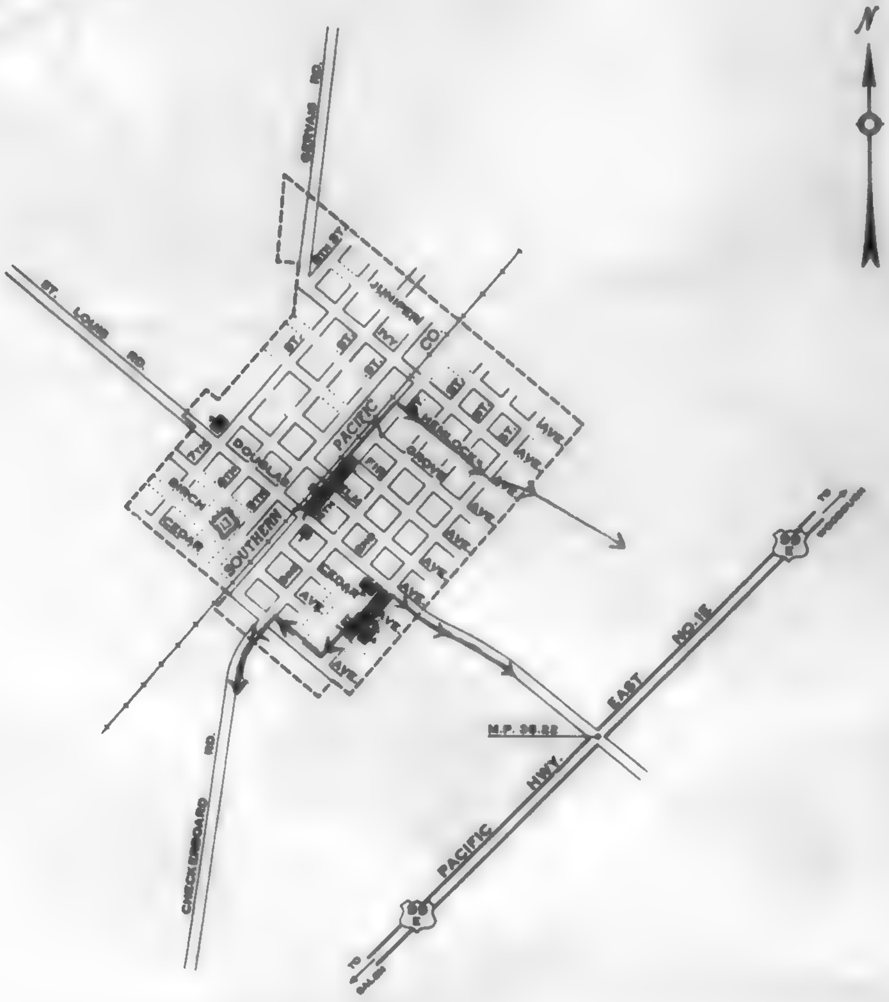
By Edward J. Stuber Recorder
City Recorder or City Manager

By ___
City Engineer

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
JUL 1 - 1968
ENGINEER
COUNTY & CITY DIVISION



SIGNED ROUTES

INTERSTATE	5
U.S.	30
ORE.	22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

Storm Drain – ⟶

GERVAIS

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 430

Scale in Feet

November 1, 1960

NOTED
RICHARD UNREIN

RECEIVED
MAY 17 1968
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION 196

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of GERVAIS is an incorporated city of the State of Oregon and has a population of 680 as given by the latest official census; and

WHEREAS, the following streets of said city, First Street from Douglas Ave to Birch Ave., and Fourth Street From Douglas Ave to Fir Ave.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

NOTED
RICHARD UNREIN

(cc-50, 1959 Rev.)

4. That the City of GERVAIS does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Edward J. Studer as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st day of May, 1968.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - - -

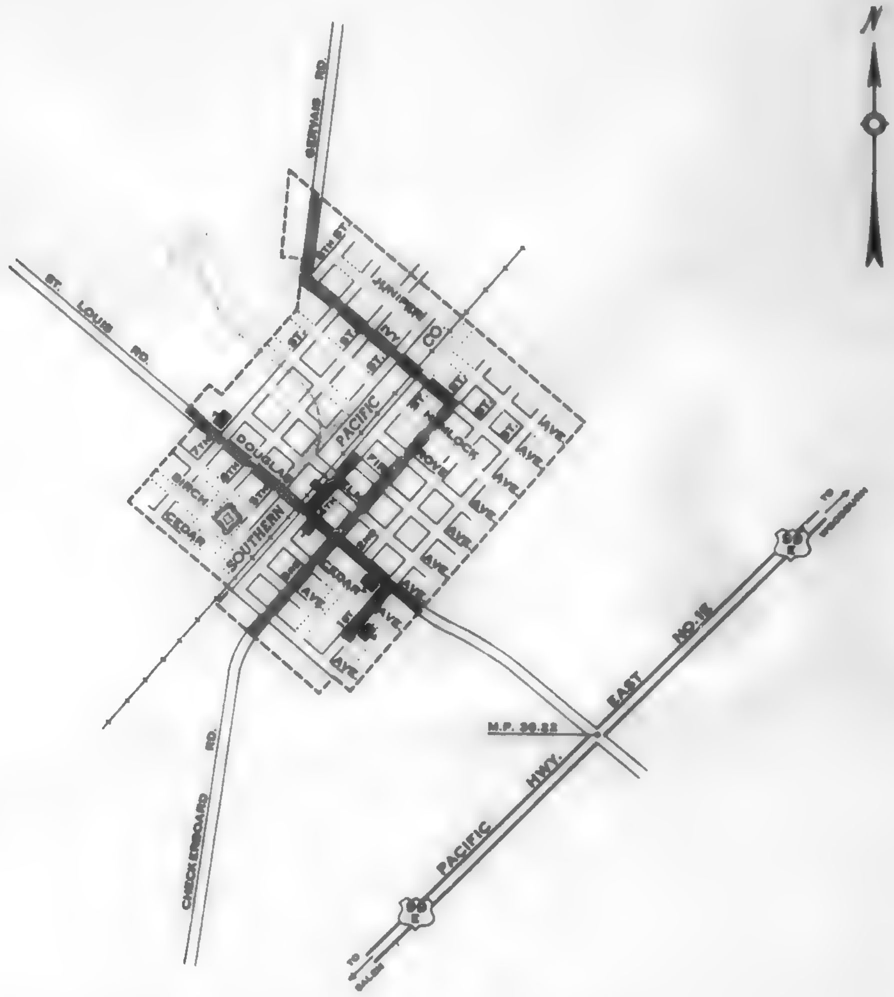
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of GERVAIS at a regular or special meeting of said Council, held on the 1st day of May, 1968, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15th day of May, 1968.

Edward J. Studer
City Recorder

NOTED
RICHARD UNREIN

(cc-50, 1959 Rev.)



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CY – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

GERVAIS

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 438

Scale in Feet

November 1, 1960

-Co. Rd's within City

NOTED
RICHARD UNREIN

S-574(1) Walla Walla River (Joe West) 1970
Bridge, on FAS-471, E. of
#7365 Milton-Freewater (Structure)

C x A 3928

RECEIVED
MAY 25 1972
FOR FILING

7365

STATE COPY

5-15-72

cc: OSHD (Young)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE

TITLE

BUREAU OF PUBLIC ROADS INSPECTION MADE BY

IN COMPANY R. A. Nichols, Area Engineer

unaccompanied

CONTRACTOR'S NAME

M. R. Holst Construction

STATE Oregon

REGION NO. 10

COUNTY Umatilla

PROJECT NO. S-574(1)

DATE OF INSPECTION 4/10/72

CONTRACT AMOUNT $74,975.00

CY County Bridge 5-24-72

COPY SENT
MAY 22 1972
REGIONAL OFFICE

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

The project work consisted of constructing a bridge over the Walla Walla River.

5-24-72

Johnson-Young

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ______ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X081	0.021

NOTED
A. E. JOHNSON

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

WALLA WALLA RIVER (Joe West) BRIDGE SECTION

FAS Route 471

The project work included the construction of a 110' prestressed PCC girder bridge and the construction of the approaches to the structure. The construction of the approaches was done by the County. The County completed their portion of the project in March, 1972.

The bridge was constructed under a contract awarded to M. R. Holst Construction Co. on May 22, 1970. The contract work was started on May 19, 1970 and completed on October 16, 1970. One hundred thirty-four of the allowed 150 calendar days were used.

The final contract costs were $74,639. There were no unusual overruns or underruns.

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE	
TITLE R. A. Nichols Area Engineer	DATE 5/5/72	TITLE E. Simpson Division Engineer	DATE 5-15-72

EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

S-574(1)

The State's material certification indicates that there was reasonable conformity to the contract requirements. A copy of the State's material certification plus other supporting information is attached to the Division office's copy of this report.

RECEIVED
FEB 8 - 1971
FOR FILING

5-574(1)
7365

February 5, 1971

The Aetna Casualty and Surety Company
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

On December 22, 1970, we wrote to you concerning release of final payment on Contract No. 7365 awarded to M. R. Holst dba M. R. Holst Construction for the Walla Walla River (Joe West) Bridge on FAS 271 in Umatilla County.

Final payment on this contract is $4,869.84 and the total contract amount is $75,107.09. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Hand, Assistant Secretary

fan

cc M. R. Holst
dba M. R. Holst Construction
P. O. Box 606
Oakridge, Oregon 97463

Ward Insurance Agency
140 13th Ave., W.
Eugene, Oregon 97401
Frank Morgan
Ivan Merchant

V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
DEC 22 1970
FOR FILING

S-574(1)
7365

December 21, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed October 16, 1970 on Contract No. 7365. The contract was with M. R. Holst Construction and was for a structure on the Walla Walla River (Joe West) Bridge Section of FAS 471 in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 21, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-21	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 6-8-70	COUNTY Umatilla
		PROJECT NO. S-574(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Walla Walla River (Joe West) Bridge Section; FAS 471

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-2-70	0.021
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$5,960.00	$3,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ______________________
(Division Engineer)
For: R. H. Simpson

Date executed by Division Engineer JUN 8 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. S-574(1)

WALLA WALLA RIVER (JOE WEST) BRIDGE SECTION

ON FAS 471 IN UMATILLA COUNTY

Salem, Oregon, May 27, 1970

Project agreement estimate.

Type Code X081
Bridge No. 10712A (Sta. 105+29 to Sta. 106+39)

Temporary Protection and Direction of Traffic	All Required		$ 800.00
Removal of Bridges	All Required		2,000.00
Shoring, Cribbing, Etc.	All Required		500.00
Structure Excavation	230 cu.yd.	5.00	1,150.00
Structure Excavation Below Elevation Shown	15 cu.yd.	1.00	15.00
Furnish 10 BP 42 Steel Piling	840 lin.ft.	5.00	4,200.00
Drive Steel Piles	28 only	100.00	2,800.00
Splice Steel Piles	7 only	30.00	210.00
Class "A" Concrete (246 c.y.)	All Required		20,000.00
110'-115' Type IV Prestressed Beams	6 only	4,500.00	27,000.00
Reinforcement (40,000 lb.)	All Required		9,000.00
Two Tube Metal Railing	260 lin.ft.	15.00	3,900.00
Toe Trench Excavation	150 cu.yd.	4.00	600.00
Loose Riprap, Class 700	400 cu.yd.	7.00	2,800.00
			$74,975.00
Flagging (60% of contractor's cost)	All Required		100.00
	Subtotal		$75,075.00
	Engr. & Cont.		10,885.00
	Total		$85,960.00

Length of structure - - 0.021 mile

Federal Funds -	$54,600.00
State Funds -	15,680.00
County Funds -	15,680.00
Total Cost - - - - - -	$85,960.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%
Contract No. 7365
Prefix -- 530-1011

RECEIVED
JUN 5 - 1970
FOR FILING
S-574(1)
7365

June 4, 1970

M. R. Holst Construction
P. O. Box 692
Oakridge, Oregon 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7365 for construction of the Walla Walla River (Joe West) Bridge on FAS 471 in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ar
Enclosure

PS. Also enclosed is a Certification of Nondiscrimination in Employment sheet for Contract No. 7365. Please have this sheet filled in and signed. When it is returned to this office, we will insert it in our fully executed copy of this contract.

cc: Aetna Casualty & Surety Company
Ward Insurance Agency
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
H. N. VanCleave

RECEIVED
JUN 30 1970
FOR FILING

5-574(1)
7365

May 22, 1970

M. R. Holst Construction
P. O. Box 692
Oakridge, Oregon 97463

Gentlemen:

The State Highway Commission on May 1, 1970, accepted your proposal for construction of the Walla Walla River (Joe West) Bridge on FAS 471 in Umatilla County for the sum of $74,975 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Umatilla County is received and the sum of $17,200 is deposited by the County.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7365.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and on the Certification of Nondiscrimination in Employment sheet in the special provisions. Both copies should be returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 5, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
H. S. Coulter
H. N. VanCleave

RECEIVED
MAY 27 1970
FOR FILING

S-574(1)

7365

May 22, 1970

Mr. R. B. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7365
Prefix 530-1011
FAP S-574(1)

Dear Sir:

The work under Contract No. 7365, Walla Walla River (Joe West) Bridge Section of FAS 471 in Umatilla County, was started on May 19, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

for F. D. Morgan
Construction Engineer

VG:fw

RECEIVED
APR 28 1970
FOR FILING

S-1574 (1)
7365

April 23, 1970

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

MISC. CONTRACTS and
AGREEMENTS No. 3928

Attention: Miss Jessie M. Bell
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Joe West Bridge over the Walla Walla River on the Walla Walla River Road (FAS 471).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
APR 15 1970
FOR FILING

S-574(1)

7365

COMMENTS AND RECOMMENDATIONS
OF THE

DISTRICT 12 COUNCIL OF GOVERNMENTS
UMATILLA COUNTY COURTHOUSE
PENDLETON, OREGON 97801

DATE: April 3, 1970

TO: Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

The following application has been reviewed by the District 12 Council of Governments:

APPLICANT AGENCY: State Highway Division

ADDRESS: Highway Building, Salem, Oregon 97310

GEOGRAPHIC LOCATION OF PROJECT: Walla Walla River (Joe West) Bridge Section FAS 471 (Southeast of Milton-Freewater in Umatilla County)

COMMON PROGRAM NAME: Federal Aid Secondary, Title 23, U.S.C., Highways

PROJECT DESCRIPTION: Preliminary engineering, right-of-way acquisition, bridge and incidental work to improve existing facility to current standards.

COMMENTS AND RECOMMENDATIONS:

The District 12 Council of Governments recommends acceptance of the proposed project.

orig to Young
11-13-70

Kenneth W. Sweeney
Authorized Representative
Secretary

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Webr

TRANSACTION NUMBERS 4-18 THRU 4-22

ORM PR-48
EV. 7-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: APRIL 2, 1970

BY (Signature): MR. YOUNG'S MARCH 18, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

TAGE 1* TEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1022 THRU 1026

4-2-70

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
2	SU-442(2)	1.06	400,000	254,000	STATE ST.-N. SANTIAM HIGHWAY INTERCHANGE	GRADE-DRAIN-HIGH TYPE PAVEMENT
023	SU-528(4)	0.73	407,000	258,400	PACIFIC HIGHWAY EAST TO WARD DRIVE	GRADE-DRAIN-4 LANE HIGH TYPE PAVEMENT
024	S-574(1)	0.02	71,000	44,700	WALLA-WALLA RIVER (JOE WEST) BRIDGE	1 STRUCTURE
025	S-203(4)	0.01	55,000	34,600	BEAR CREEK BRIDGE (DIAMOND PRAIRIE)	1 STRUCTURE
1026	S-487(2)	0.01	65,000	40,900	BEAR CREEK BRIDGE	1 STRUCTURE

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECEIVED
APR 7 1970

FOR FILING
S-574(1)
7365

Young 4-7-70

RECEIVED
APR 7 1970

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 4-2-70	SIGNATURE AND TITLE For R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

MAR 23 1970
FOR FILING

5-574(1)
7365

March 18, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
457 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for five Secondary projects, items 1022 through 1026, which we desire to have included in the Federal-Aid Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act. We are enclosing copies of the State Clearinghouse's approval for items 1024 through 1026. The District Clearinghouse in which these projects are located are not functioning.

It is our intention to receive bids for these projects on April 23, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

Enc.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID** (PP
DATE SUBMITTED TO W.O.	March 18, 1970	

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co.Rd. 3.2 Mi. S.E. of Milton-Freewater 21 65	**ADT**	PRESENT 550	FUTURE 825 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL

ESTIMATED PROJEC

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co. Rd. 3.2 Miles S.E. of Jct. with FAP-19 in Milton-Freewater /Walla Walla River (Joe West) Bridge Sec./			
5					**ROW**					
5					**CONST** (CODE) X081			0.02	71,000	44,700

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.02	71,000	44,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

The State does not, at this time, have
right of way of this project; however,
paragraph 6d(1) of PPM 30-4.6.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

8, 1970

water 65	**ADT**	PRESENT 550	FUTURE 825 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (6)	ITEM NO. 1024 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 574(1) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26) / DESIG. 27

COUNTY NAME Umatilla	CODE 059 (14) (16)

ROUTE NO. S | FEDERAL-AID 471 (32) | STATE Co.Rd. (36) (37) | U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
						One precast prestressed conc. beam bridge, length 110' and HC 32'.
	0.02	71,000	44,700	13,150	13,150 (Co.)	ROW-60' Min.; Access Control-None; Park. Restrictions-None.
CT S	0.02	71,000	44,700	13,150	13,150 (Co.)	
		(16) (23)	(24) (33)			

REMARKS

The State does not, at this time, have legal authority to regulate the use by Utilities of the right of way of this project; however, a State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.6.

-OVER-

WALLA WALLA RIVER (JOE WEST) BRIDGE

PROJECT S-574(1)

Existing Facilities: 90-foot steel pony truss on concrete abutments, having a clear roadway of 17 feet.

Adjacent Sections: East End: Two 12-foot oil travel lanes with 4-foot gravel shoulders.
West End: Two 10-foot oil travel lanes with 2-foot gravel shoulders.

Project Data: Construct a precast prestressed concrete beam bridge 110 feet long with a 32-foot clear roadway on improved alignment. County will construct the approaches and connections to provide two 12-foot lanes and 4' shoulders and place riprap. Guard rail to be installed by County. Fittings for guard rail connection to structure are to be included in project. Existing structure to be used as detour, then removed by and become property of contractor.

Right of Way: 60-foot minimum.
Access Control: None.
RR Xing: None.
Minimum Design Standards: No deviations.
System Action: Completed.
Public Hearing: Offered; advertised January 29, 1970 and February 5, 1970 with no requests received as of the deadline February 19, 1970.
Unusual or Complicated Situations: None
Route Data: School bus and mail route and serves farms and ranches in the area.

Park & Recreation Areas Affected	None.
Social, Economic & Environmental Effects Considered	Yes.
Relocation Assistance	None.
Location and Design Approval	3/9/70.
Control of Utilities by Agreement	Yes.
State Clearinghouse Approval	3/10/70.

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MAR 18 1970
FOR FILING

15-574(1)
7365

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1970

To:

MEMORANDUM TO THE FILES

SUBJECT:

District Clearinghouse Review
Bear Creek Bridges, FAS 468 and 419
Walla Walla R. (Joe West) Br., FAS 471

This date, I telephoned Mr. Baker Steeley of the State Clearinghouse regarding review status of the subject projects by the appropriate district clearinghouses.

Mr. Steeley stated that he contacted the Local Government Relations Division and was told that inasmuch as the district clearinghouses were not functioning at the time the Notices of Intent were mailed, there will be no district clearinghouse review of these projects.

State Clearinghouse reviews of these projects were previously received.

R.W. Ellison
R. W. Ellison
Assistant Program & Planning Engineer

RWE:ia

cc: Baker Steeley, Executive Dept.
R. E. Simpson, BPR
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Cox
R. N. Chase
B. L. Gifford

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MAR 1 6 1970
FOR FILING

STATE OF OREGON
1859

5-574(1)

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

4365

March 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY PROJECTS--
NESTUCCA RIVER (OLLIE WOODS) BRIDGE SECTION, FAS 613
JOHNSON CREEK (FOSTER ROAD) BRIDGE SECTION, FAS 639
SOUTH SANTIAM (SWEET HOME) BRIDGE SECTION, FAS 217
WALLA WALLA RIVER (JOE WEST) BRIDGE SECTION, FAS 471
BEAR CREEK BRIDGES, FAS 468 and FAS 491

The above projects have been coordinated with the interested state agencies and all concur. The projects should meet the safety requirements listed in Highway Safety Program Standard No. 312. Care must be taken to insure fish passage is maintained at each of these crossings.

The accomplishment of these projects will provide improved stream crossing conditions which should enhance traffic safety at these points.

Ed

Edward G. Westerdahl, II

Young
3-11-70

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MAR 1 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1970

FOR FILING
5-574(1)
7365

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 9, 1970

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Design approval is requested for the following FAS-C projects:

JOSEPHINE COUNTY
Jumpoff Joe Creek-Louse Creek Interchange Section
Merlin-Galice Road, FAS 17-102
Grade, drain, base and pave; two 12-foot travel lanes with 8-foot shoulders; railroad signalization; estimated cost $760,000.
County held corridor-design hearing June 26, 1969.
P.U.C. hearing held.
State Clearinghouse review not required.
Approved by Highway Commission on May 29, 1968.

MARION COUNTY
Pacific Highway East-Ward Drive Section
Lancaster Drive, FAS 741
Grade, drain, base, pave and curb; four 12-foot travel lanes, 16-foot median and two 2-foot shy distances from curb without parking; estimated cost $220,000.
Public hearing not required.
Approved by C.O.G. August 26, 1969.
State Clearinghouse review not required.
Approved by Highway Commission July 8, 1969.

UMATILLA COUNTY
Walla Walla River (Joe West) Bridge
Walla Walla River Road, FAS 471
Construct reinforced concrete bridge 110 feet long with 32 foot clear roadway over the Walla Walla River approximately 3.2 miles southeast of Milton-Freewater; estimated cost $100,000.
County received no requests for hearing, therefore the hearing is not required.
Intent filed with State Clearinghouse February 9, 1970.
Approved by Highway Commission April 21, 1969.

copy to CWX
3-10-70

NOTED
F. B. KLABOE

SP*52475-734

WALLOWA COUNTY
Bear Creek (Bear Creek Road) Bridge
Bear Creek Road, FAS 468
Construct reinforced concrete bridge 80 feet long with 33-foot 9-inch clear roadway; approximately 1.2 miles west of Wallowa; estimated cost $60,000.

Bear Creek (Diamond Prarie Road) Bridge
Diamond Prairie Road, FAS 491
Construct reinforced concrete bridge 70 feet long with 33-foot 9-inch clear roadway; approximately 0.5 mile northwest of Wallowa; estimated cost $55,000.

Public hearing not required.
Intent filed with State Clearinghouse February 9, 1970.
Approved by Highway Commission September 30, 1969.

Please return a copy of this letter with your approval to be filed along with all other documentation pertaining to the above projects in conformance with Federal Statutes and B.P.R. Memoranda. Notices of design approval are being prepared in this office for transmittal to the proper news media.

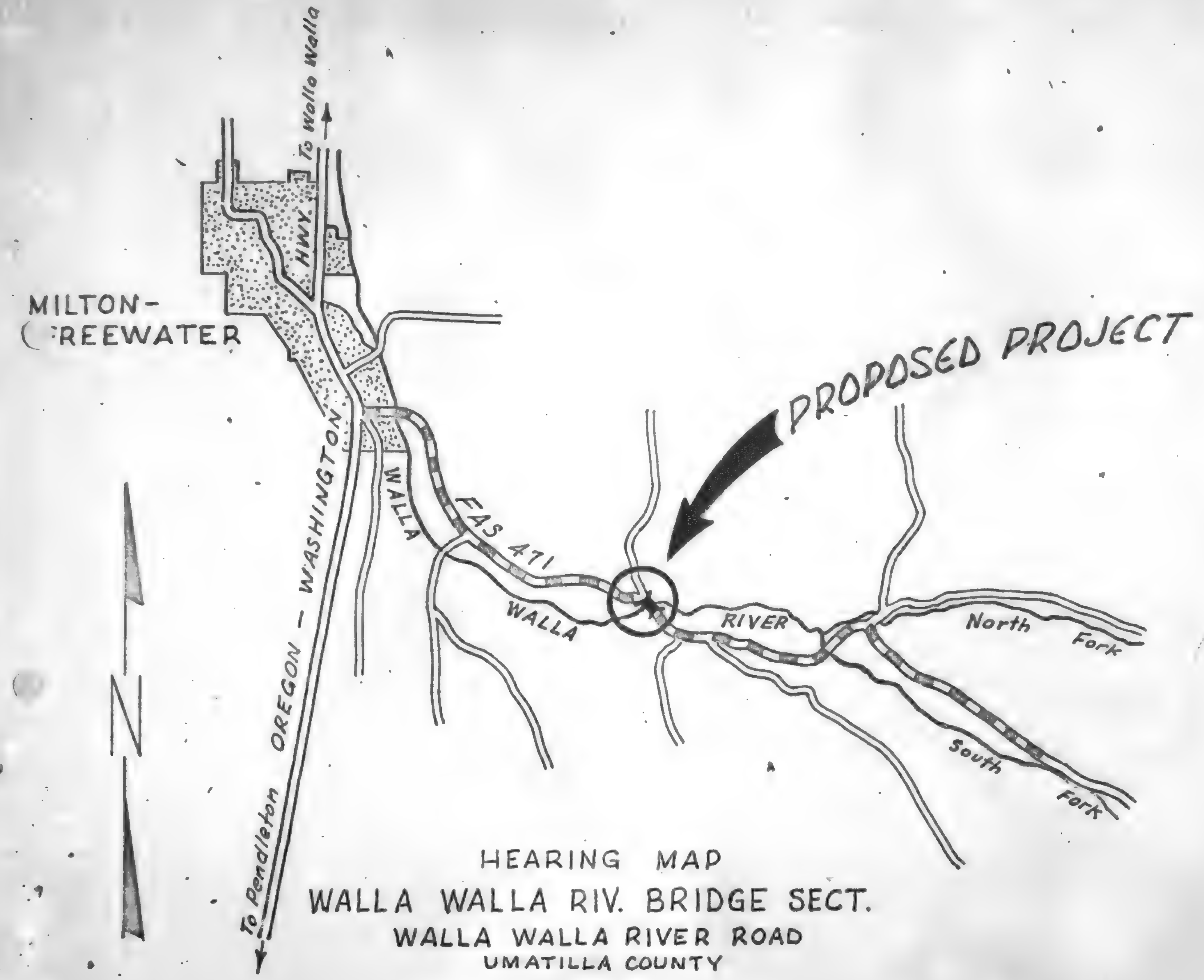
Robert H. Prange

Robert H. Prange
Field Engineer
County and City Department

RHP:ljt
3/9/70
cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor Wolfe
D. J. Barbee
L. H. Young
R. N. Chase
B. L. Gifford

Approved 3-9-70

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER



HEARING MAP

WALLA WALLA RIV. BRIDGE SECT.

WALLA WALLA RIVER ROAD

UMATILLA COUNTY

RECEIVED
FEB 9 - 1970

FOR FI

8-574(1)

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7365

February 9, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are completed Notices of Intent to apply for federal assistance for fifteen federal-aid secondary, county projects, as follows:

State Administrative District No. 1
    Nestucca River (Ollie Woods) Bridge Section, FAS 613

State Administrative District No. 2
    Airstrip Rd.-Pudding River Br. Section, FAS 117
    Hogan Road-Boring Section, FAS 129
    Columbia River Hwy.-Old Portland Road Section, FAS 574
    Johnson Creek (Foster Road) Bridge Section, FAS 639
    Country Club Road-Harvey Way Section, FAS 681
    S.W. Hunziker St.-Lower Boones Ferry Rd. Section, FAS 943
    S. Tigard Interchange-Boones Ferry Road Section, FAS 943

State Administrative District No. 4
    S. Santiam (Sweet Home) Bridge Section, FAS 217

State Administrative District No. 11
    Twenty Mile (Twenty Mile) Bridge Section, FAS 902

State Administrative District No. 12
    Barth Crossing-U.S. 30 Connection Section, FAS 470
    Walla Walla River (Joe West) Bridge Section, FAS 471
    Pilot Rock-East Birch Creek Bridge Section, FAS 758

State Administrative District No. 13
    Bear Creek Bridges, FAS 468 and FAS 491

State Administrative District No. 14
    Frenchglen Hwy.-Wildlife Hdqts. Section, FAS 824

The estimated date of filing for federal funds on these projects varies from mid-March to April 30, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)
Contact Person L. H. Young 2761 (Phone)

1. **Project Location**

Administrative District 12 City
County Umatilla Special District(s) (if applicable)
Other affected jurisdictions/agencies

---

2. **Federal Program**

Common Program Name Federal Aid Secondary
Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)
Fed. Admin. Agency: Dept. Department of Transportation
Agency Bureau of Public Roads

3. **Estimated Project Cost**

Federal Share ☐ Loan ☒ Grant $120,000
Local Applicant Share 40,000
*State Agency Share 46,200
Other (specify) - -
TOTAL $206,200

Source of State Agency Share (if any) (Umatilla Co.)
General Fund - -
Other Funds (specify)
*Total State Agency Share $46,200

*Indicates totals should be equal.

---

4. Estimated Application Filing Date March 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

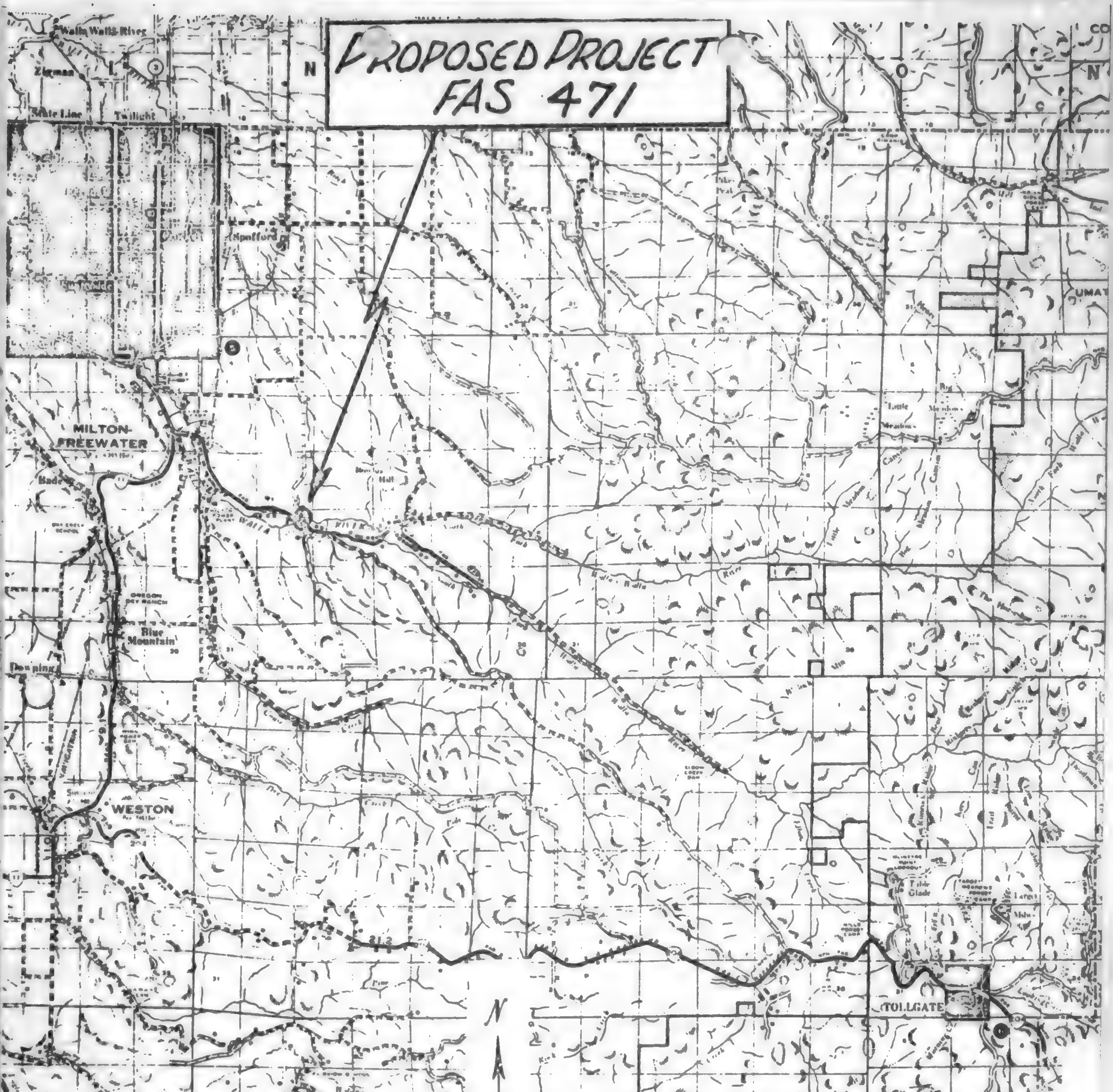
Walla Walla River (Joe West) Bridge Section, FAS 471
Project to consist of preliminary engineering, right-of-way acquisition, bridge and incidental work to improve the existing facility to current standards.

(over)

Work Narrative

Construct a concrete bridge 32 feet in width on improved alignment.

See attached map for geographic location.



PROPOSED PROJECT
FAS 471

UMATILLA COUNTY

RECEIVED
JUN 11 1969
FOR FILING

S-574(1)
7365

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION
POST OFFICE BOX 3623
PORTLAND, OREGON 97208

Klaboe

IN REPLY REFER TO

7700

June 4, 1969

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to the enclosed letter regarding a bridge replacement study on the Walla Walla River Road, FAS 471, in Umatilla County.

We have no comments that directly involve the bridge replacement study. We endorse the study and recommend early replacement of the bridge, since the approaches are poor and do not meet current alignment standards. FAS 471 does provide direct access from Milton-Freewater to the Walla Walla River Basin.

Sincerely,

W. W. Gano

W. W. GANO
Regional Engineer

Enclosure

NOTED
F. B. KLABOE

NOTED
FORREST COOPER

6-11-69

copies

REFERRED TO
Coy - Barber - Young
BY ASST. STATE HWY. ENGR.
Edwards

Merchant - 6-16-69

NOTED
TOM EDWARDS

RECEIVED
JUN 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

TO ALL CONCERNED

The Oregon State Highway Department proposes to conduct a bridge replacement study on the Walla Walla River Road, FAS 471, in Umatilla County.

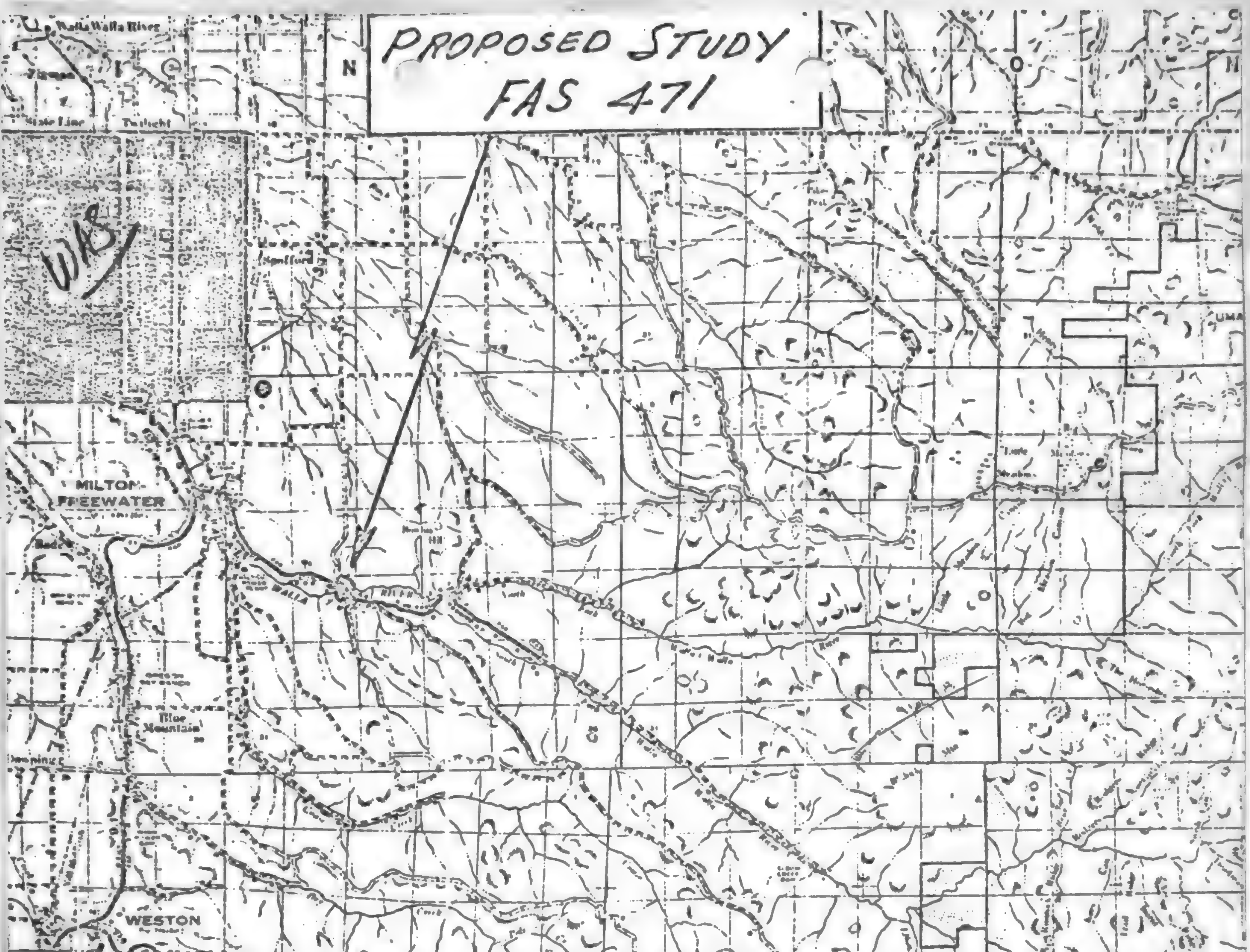
The sketch map shown on the reverse side of this letter does not depict in any way the details of our study; it merely shows the terminal points and the approximate corridor involved.

If you have any pertinent comments concerning this proposal, please list them below and forward to the State Highway Engineer, Oregon State Highway Department, Salem, Oregon 97310.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer


PROPOSED STUDY
FAS 471
WAS
Walla Walla River
State Line
Twilight
Spofford
MILTON-FREEWATER
Blue Mountain
WESTON
TOLLGATE
N
Bingham Springs
UMATILLA
NATIONAL
FOREST
RESERVATION
UMATILLA COUNTY

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JUN 3 [illegible]69

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

5-574(1)

7365

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

May 28, 1969

cc's sent 6-2-69

F.B. Klaboe
F.D. Morgan
L.H. Young
T.C. Roake
F.E. Terpin
G.C. Wills
A.F. Parson (2)

State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention: Mr. D. J. Barbee

Dear Sir:

We have reviewed the prospectus for Walla Walla River Bridge Section, FAS 471, Umatilla County.

The project is approved, and we would like to make the following recommendations.

Any work in the channel should be done behind a berm separating the construction from the flowing stream. Any work in the channel or berm construction should be done between July 1 and February 1.

The opportunity to review this project is appreciated.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK:js

cc: Dir. OFC

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JUN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

5-574(1)
7365

May 26, 1969

Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

2887

Attention: Mr. W. E. Sivley

Gentlemen:

Re: Walla Walla River (Joe West) ~~Bridge Section~~
Walla Walla River Road FAS 471, Umatilla Co.
Your Reference: NPWEN-PL

A copy of your letter of May 20 will be sent to our Bridge Division for their information. I am advised that they will send to you the requested information on the proposed bridge when it is available, but this may be some little time in the future.

We appreciate your comments on the proposed Bureau of Reclamation dam in this vicinity and have contacted Mr. Spearman, Area Engineer, U.S. Bureau of Reclamation as suggested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
A D Olson
A. D. Olson
Preliminary Design Engineer

ADO:jp
cc: F.B. Klaboe/- Assgn.#2887
V.D. Wolfe
Ivan Merchant
A.F. Parson

RECEIVED
MAY 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

-8864

NPWEN-PL

20 May 1969

Klaboe

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout T
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAY 22 1969
DESIGN
DIVISION

Dear Mr. Cooper:

The following are comments on your proposal to study replacement of a bridge on Walla Walla River in Umatilla County, FAS 471.

We are greatly interested in bridges constructed in this District because of our concern with flood problems. Bridges should maintain full effective channel width and should provide sufficient clearance for rain floods to avoid worsening flood effects. Intermediate piers are to be avoided because they collect debris and constrict bridge capacities.

We would appreciate the opportunity to review your plans prior to final design. Information for this purpose consists of topography in the vicinity of the bridge site, and plan and elevation drawings of the proposed bridge.

The Bureau of Reclamation has investigations underway on a storage reservoir on Walla Walla River, with the dam proposed located very close to your proposed bridge site. We suggest that you contact the Bureau to coordinate activities and avoid conflicts. The person to contact is Mr. Rupert B. Spearman, Area Engineer, Upper Columbia Development Office, U. S. Bureau of Reclamation, N. 1322 Post St., P. O. Box 5200, Spokane, Wash., 98105.

Sincerely yours,

W. E. Sivley
W. E. SIVLEY
Acting Chief, Engineering Division

RECEIVED
MAY 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1969
FOR FILING

S-574(1)
7365

PREFIX NO. 530-1487

5-8-69

LOCATION PROSPECTUS
WALLA WALLA RIVER (JOE WEST) BRIDGE SECTION
WALLA WALLA RIVER ROAD, FAS 471
UMATILLA COUNTY

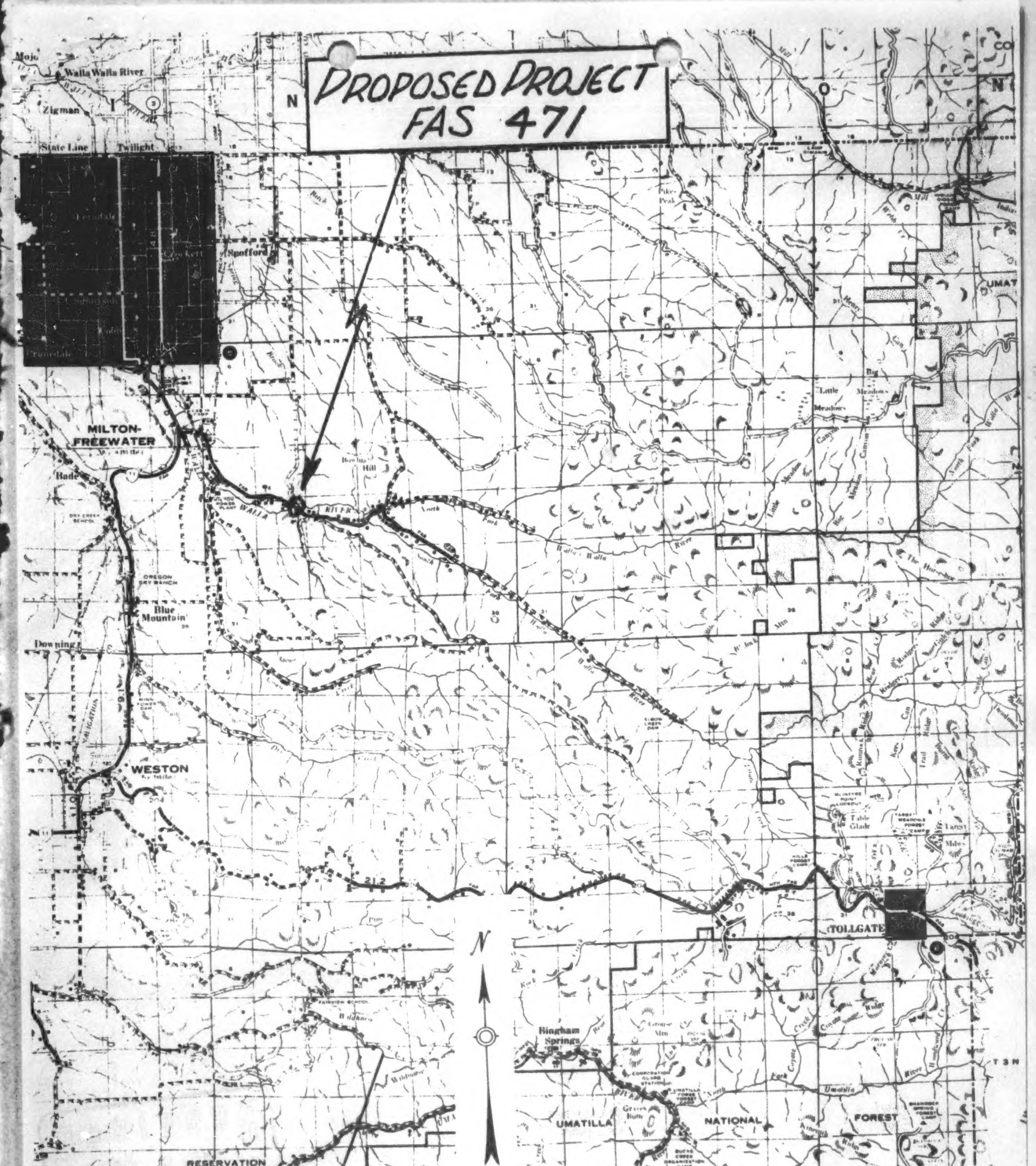
HIGHWAY:	Walla Walla River County Road. Federal-aid Secondary No. 471.
TERMINI:	Structure site is approximately 3.5 miles southeasterly of Milton-Freewater.
PROGRAM:	1969 FAS-C Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for the replacement of an existing bridge. Reconnaissance will not be needed. Soils investigations will be conducted. Existing bridge to be detour during construction. County to construct approaches.
CHARACTERISTICS:	1967 ADT 600; projected 20-year ADT 900.
BRIDGE:	Proposed structure to have a 32-foot horizontal clearance without sidewalks.
AGREEMENTS:	Routine county FAS-C project. Routine utility adjustments. An opportunity for a public hearing will be offered.
PARKS:	None.

Attach.
May 8, 1969

cc's:
- Bureau of Public Roads (3)
- Forrest Cooper
- F.B. Klaboe
- D.J. Barbee
- F.L. Hall
- Ivan Merchant (4)
- F.D. Morgan
- J.M. Cartwright (2)
- H.S. Cox (2)
- W.N. Hackleman
- A.D. Olson
- Jack Rowland
- W.H. Tebeau
- O.C. Turner

cc's:
- A.F. Parson (3)
- Tom Edwards
- V.D. Wolfe
- F.B. Crandall
- E.S. Hunter
- D.H. Moehring (3)
- L.H. Young
- R.N. Chase
- B.L. Gifford
- V.J. Johnson
- R.E. Olson
- Robert Royer
- F.E. Terpin
- F.W. Yarbrough (2)

NOTED
F. B. KLABOE



PROPOSED PROJECT
FAS 471

C&A 3928

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with Contract # 7339 Ends with: Contract # 7365

FLASH CARDS: Begin Each Contract

Remarks: #7339 continues from reel 143

Reel No. 144 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 26th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm